MICROFILM

START OF ROLL

ROLL NO.

103

Construction Contracts

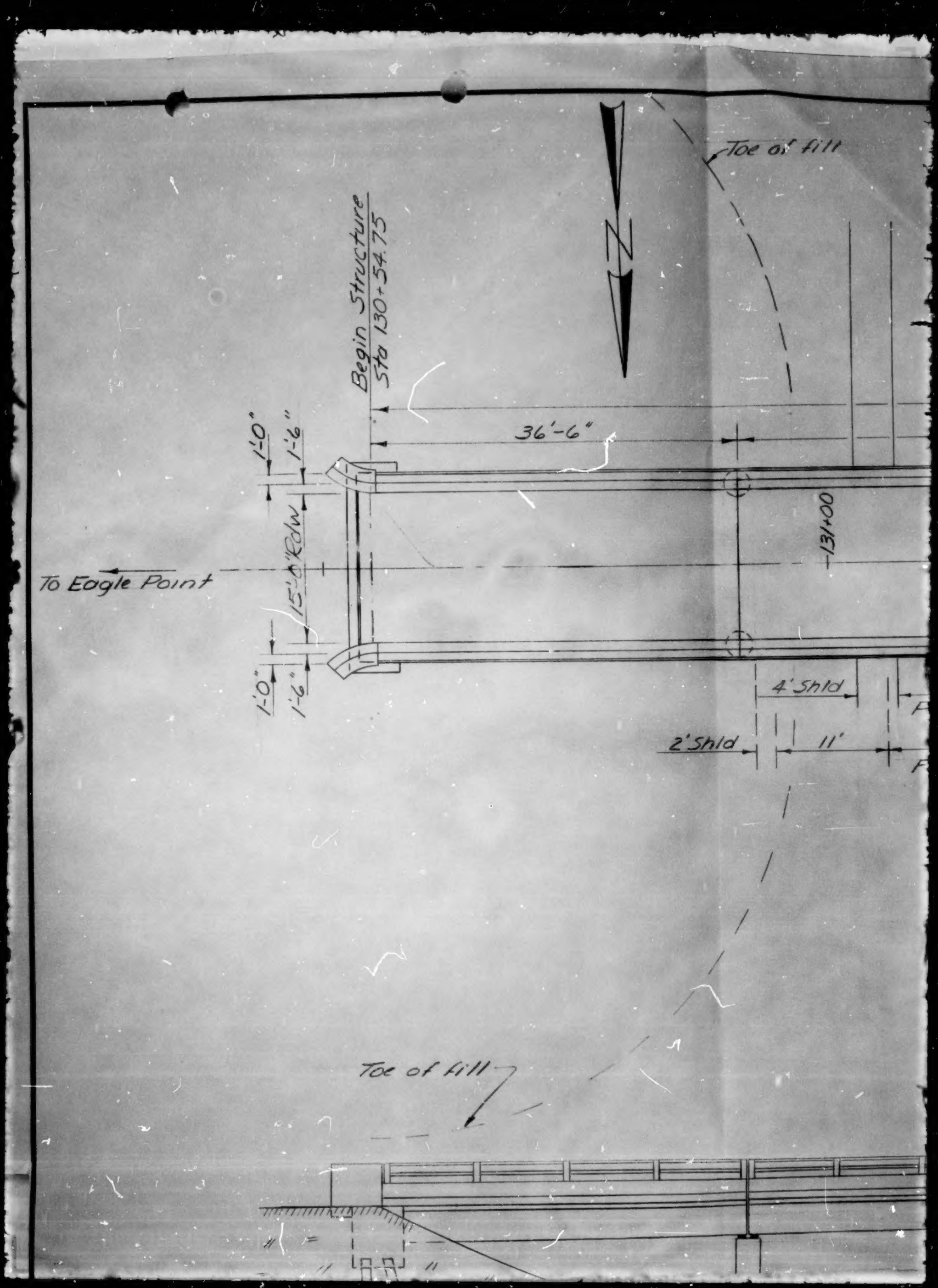
Begins with #5831

#5831 continued from reel 102

I-5-1(23)28 Seven Oaks-Jackson St. Sec. 1961
Pacific Highway Folder #2
#5831 Grad. paving, struct. & sign.

C+A
2323
12-14-60

C+A 2398
6-7-61


Toe of fill
Begin Structure
Sta 130+54.75
1'-0"
1'-6"
36'-6"
To Eagle Point
15'-0" R.O.W.
1'-0"
1'-6"
131+00
4' Shld
2' Shld
11'
Toe of fill

℄ Biddle Road
S1°45'55"W

Toe of Fill

End Structure
Sta 131+78.75

124'-0"

51'-0"

36'-6"

90°06'

N 8
To

"T.R. rev" 131+16.75 P.O.T. =
Biddle Rd 10+00

10' Present Rdwy

10" Rdwy

4' Shld

11' Future Rdwy

11'

11'

2' Shld

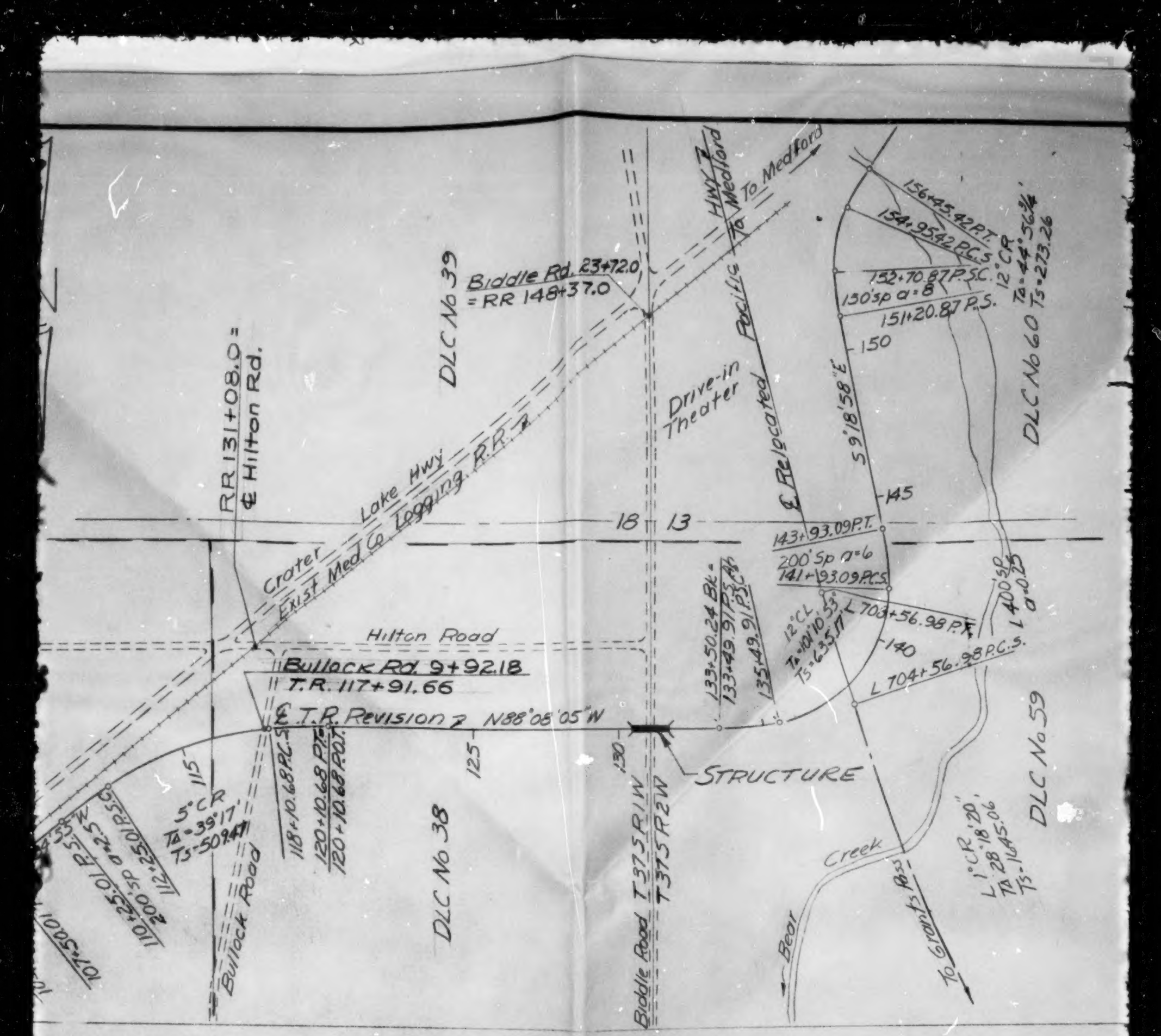
Airport

PLAN

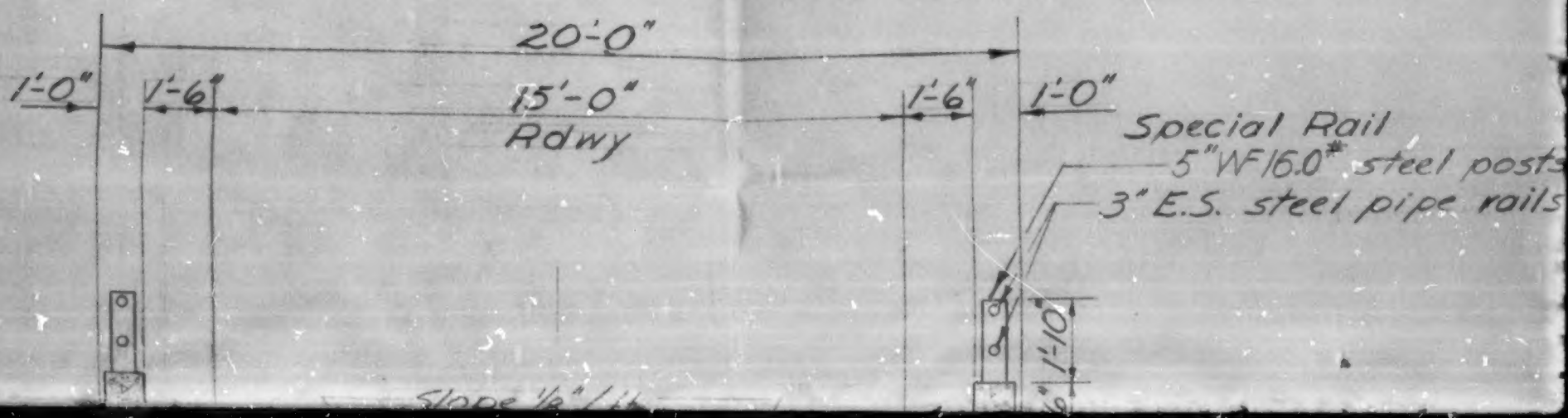
Toe of Fill

1" = 10'

N 88° 08' 05" W
To Medford



VICINITY MAP
SCALE 1" = 400'



RR 131+08.0 = ℄ Hilton Rd.

DLC No 39

Biddle Rd. 23+72.0 = RR 148+37.0

Hwy 7 To Medford

To Medford

156+45.42 P.T.

154+95.42 P.C.S.

12° CR Ta=44°56¾' Ts=273.26

152+70.87 P.S.C.

130' Sp a=8

151+20.87 P.S.

150

DLC No 60

Drive-in Theater

℄ Relocated Pacific

S 9°18'58" E

145

Lake Hwy

Crater Lake Hwy

Exist Med Co Logging R.R. ↗

18 13

143+93.09 P.T.

200' Sp a=6

141+93.09 P.C.S.

133+50.24 B℄ =

133+49.91 P.S.C.Ah

135+49.91 P.S.C.Ah

12° C.L. Ta=101°10.53" Ts=635.17'

L 708+56.98 P.T.

140

L 704+56.98 P.C.S.

L 400' Sp a=0.25

Hilton Road

Bullock Rd. 9+92.18

T.R. 117+91.66

℄ T.R. Revision 2 N88°08'05"W

118+10.68 P.C.S.

120+10.68 P.T.

120+10.68 P.O.T.

125

130

STRUCTURE

DLC No 38

Bullock Road

Biddle Road T37SR1W

T37SR2W

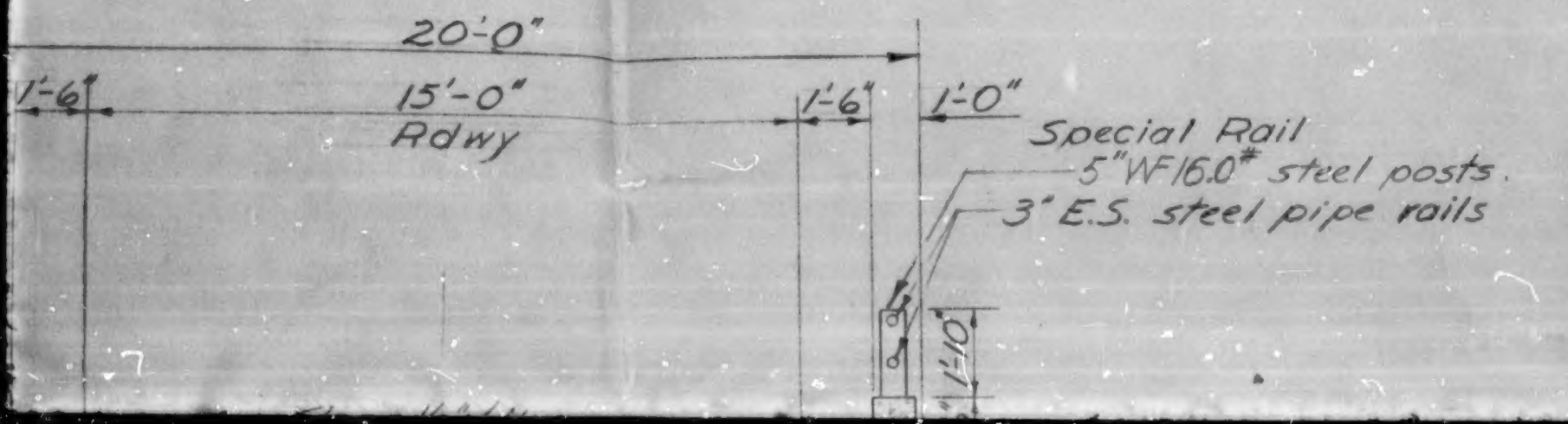
Bear Creek

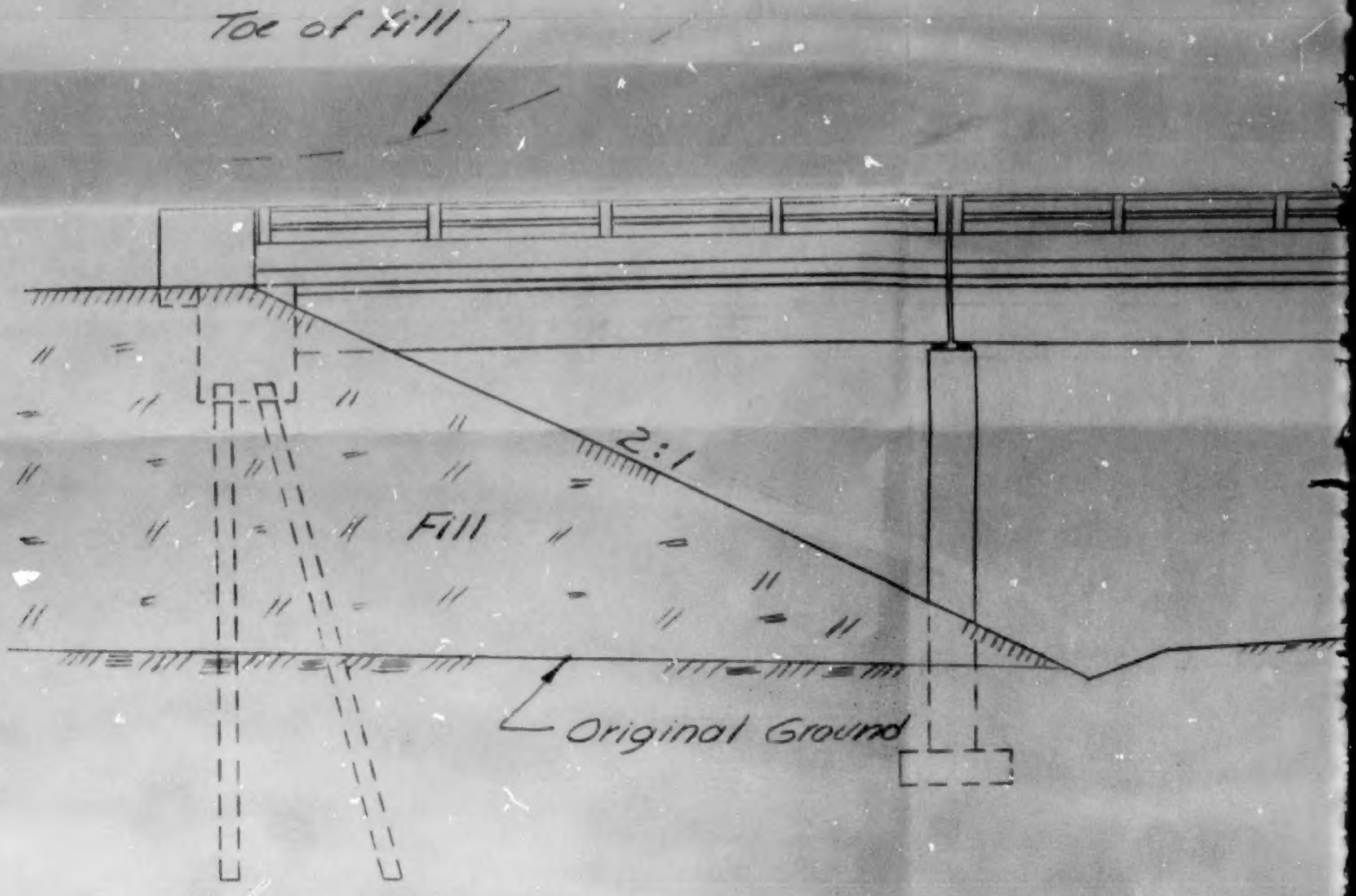
To Grants Pass

L 1° CR 1°28'18" Ta 28°18'20" Ts 1145.06

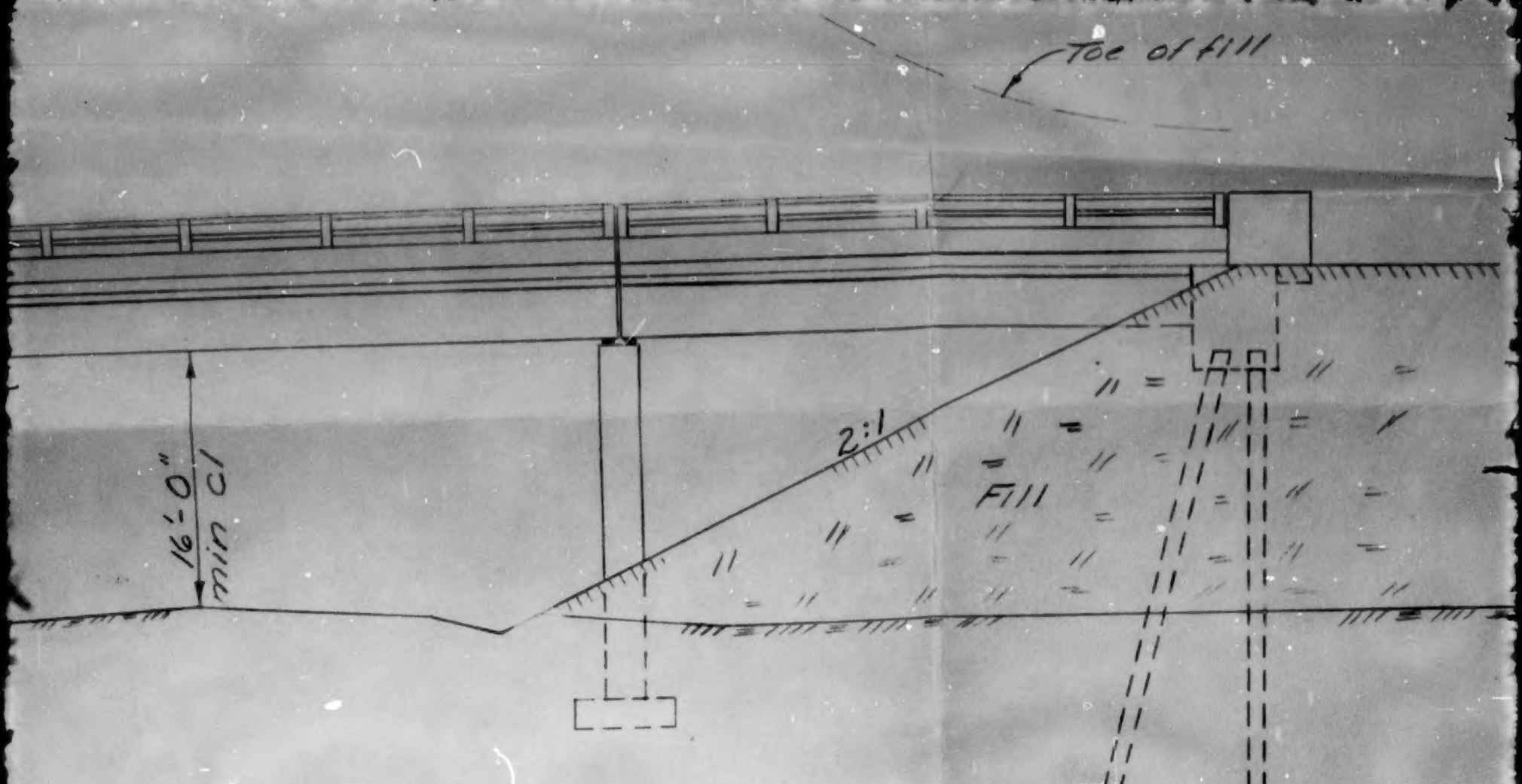
DLC No 59

VICINITY MAP
SCALE 1" = 400'

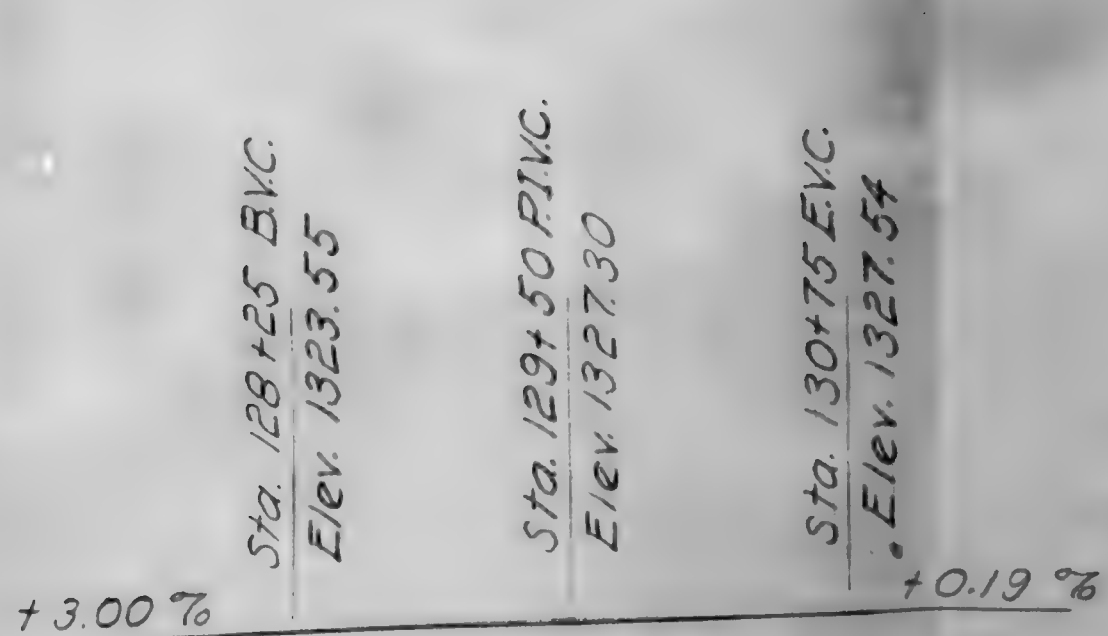




ELE
SC



ELEVATION
SCALE 1"=10'-0"

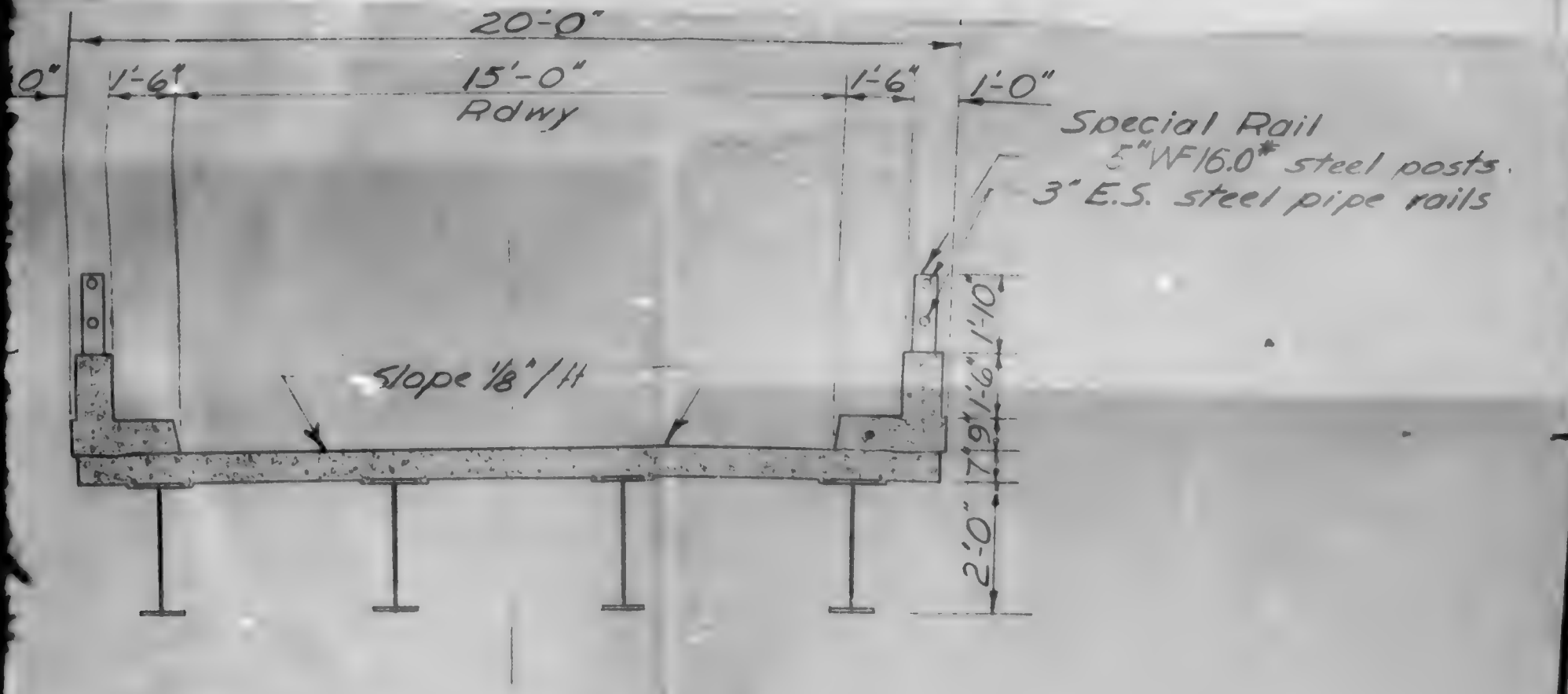


250' Vertical Curve
Profile grade held 7.50' left or right of ℄.

GRADE LINE DIAGRAM
No Scale

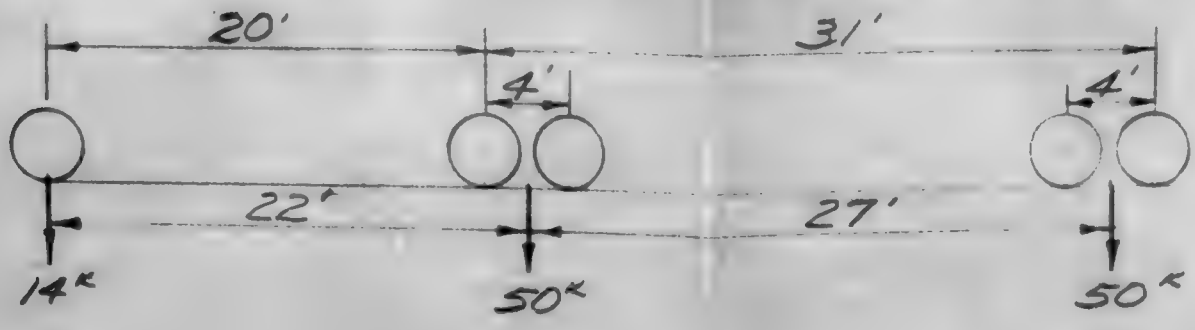
Axle Loods

Revised Sept. 15, 1960



TYPICAL SECTION
SCALE 1/4"-1'-0"

NOTE:
Structure designed for 114k logging truck as shown below.



APPROVED:

Ivan V. Merchant
BRIDGE ENGINEER

ASS'T. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

DESIGNED | CHECKED
DRAWN J.M.T. | CALC. BOOK

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

BIDDLE ROAD UNDERCROSSING
OF MEDFORD CORP. LOGGING RD.
TABLE ROCK RD.—12 TH. ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

PLAN & ELEVATION

DATE JULY 25, 1960 BRIDGE NO 8862

ACCOMPANIED BY DWGS.

SHEET ..... OF .....

DRAWING NO. 8862-A

Exhibit "E"

BIDDLE ROAD

S. 1°46' W.

15' R.

30' R.

"MR" 0+00.

"BR" 3+46.79 P.O.T.

8'

8'

MIDWAY ROAD

N. 88°33'30" W.

+30

Match Line

Install 18" Pipe - 200'
Install 2 End Sections
Dr. Exc. 40 C.Y.

+50

Inst. 6" Perf. Pipe - 148'
Inst. Spec. Bkfill-15 C.Y.
Dr. Exc. 17 C.Y.

+80

150'

690

150'

Sta. 670 to Sta. 690
Const. Cut Off Ditch Rt.
See Sh. 3 for details.

Sta. 69
Const.
Botto
Dr. Ex

FINAL SURVEY
NOTE BOOK
NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY
DATE

L310

12"

Fin. Grade 8 Lt

+80

-012

19796

T. 37 S., R. 2

Match Line
See insert Lt.

5 Loose Riprap - 3

Const. R.C.D.G. Struct. - 167.96
Rdwy width 20'
Drwg. No.

+97.96

BEAR

7

5
5 6

694+12.89

Const Typ

(By Others)
Install 2" Water Line - 300'

Const Guard Rail - 87.5'

+59

+65.8

695

700

Const Guard Rail - 87.5' Lt.
87.5 Rt.

+70

Const Type 2 Fence

Sta. 690 to Sta. 696+50
Const. Cut Off Ditch Rt. - 650'
Bottom width 2' - Sl. 1½ : 1
Dr. Exc. 149 C.Y.

1°C.R.
Δ 28°18'20"
T. 1645.06'

MIDWAY ROAD

2" Water L

Install 15" Pipe - 92'
Install 2 End Sections
Dr. Exc. 17 C.Y.

(Drwgs No. 16,001 thru 16,004)
14656 & 14,660)
Const. R.C.D.G. Structures 208'
Roadway width 30'

CREEK

Inst. 6" Met Pipe - 108'

696.96

Inst. 6" Met. Perf. Pipe-108'
Inst. 6" Met. Drain Pipe-20'
Spec. Bkfill-11 C.Y.
Dr. Exc. 14 C.Y.

+25

Access Control & R/W Line

+17.4

Const. Guard Rail 475' Lt. 50' Rt.

Const. Type 2 Fence

+65.8

Const. Guard Rail-62.5' Lt. 62.5' Rt.

150'

+50

+00

100'

+00

55

R/W Line

55'

705

65'

135

Begin Median Paving Sta. 705+40 to Sta 792+13

Const. Metal Median Barrier

T.R. Rev. 135+49.91 P.S.C.

T.R. Rev. 133+49.91 P.S.

200' Sp.
S 12°00
a 6.0

T.R. Rev. 138+08.96 P.O.C.

705+15.45 P.O.S.

T.R. Rev. Const. Steel Road D

685.17

12

10'

P.; R. 2 W., W. M.

Riprap - 310 C.Y.

"LN" 704+06.32 P.C.S.

704+56.98 P.C.S.

150'

"LS" 705+07.64 P.C.S.

400' Sp.
S=2°00'
a=0.25

40'

70'

707+00
Inst. 6' Perf. Pipe-96'
Spec. Bkfill-11 C.Y.
Dr. Exc. 12 C.Y.

55'

+00

"LN" 708+06.32 P.T.

708+56.98 P.T.

70'

T.R. Rev. 141+93.09 P.C.S.

"C" 709+20.00 P.O.T.

"L" 709+20.00 P.O.T. (32' Rt.)

"LS" 709+07.64 P.T. Bk=

"L" 709+25.29 P.O.T. Ah (20' Rt.)

SEVEN OAKS ~ JACKSON ST. SECT

PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FI... Y...
8	OREGON		

T.R. Rev. Sta 137+00 to 138+40
Inst. Steel Beam Span Struct. - 240'
Roadway Width - 15'
Drwg. No.

R.R. 12°C.L. Ta 10°10'53" Ts 685.17'

NORTH CITY LIMITS OF MEDFORD
Urban Limits Boundary

13 - 18

Inst. 1½" galv. rigid electrical conduit (Total ... Sheet 11) shown thus -40'-

Access Control & R/W Line

S. 12° 06' 56" E.

715

120'

100'

710

12'
12'
20'

200' Sp.
S 12° 00
Q 6.0

"L" 709+20.00 P.O.T.

"L" 709+20.00 PAT. (32' Rt.)

"L" 709+25.29 PDT. Ah (20' Rt.)

"L" 709+07.64 P.T. Bk.

T.R. Rev. 143+93.09 P.T.

"C" 711+05.00 P.S.

145

"C" 712+05.00 P.S.C.

38'

Const. Type 2 Fence

S. 9° 18' 58" E.

70'

"C"
200' Sp.
S 2° 00
Q 1.0

"C"
2° C.R.
Ta 10° 10'
Ts 354.89'

R/W Line

"C" 716+13.33 P.S.C.

T.R. Rev. 143+80
Inst. 24" Pipe - 132'
Dr. Exc. 20 C.Y.

SEVEN OAKS - JACKSON ST. SECTION PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

38+40
Struct-240'

CITY LIMITS OF MEDFORD
Urban Limits Boundary

13-18

Inst. 1½" galv. rigid electrical conduit (Total 38' Sheet 11) shown thus 40'

Access Control & R/W Line

120'

S. 12° 06' 56" E.

715

20'
12'
12'

38'

Const. Type 2 Fence

145

S. 9° 18' 58" E.

70'

"C"
200' Sp.
S 2°00'
Q 1.0

"C" 713+0500 P.S.C.

R/W Line

"C"
2° C.R.
Ta 10°10'
Ts 354.89'

70'

"C" 716+1333 P.S.C.

1310
1300
1290
0
+10
1306.20
1.2'
Fin. Grade 8 Lt
C. Subgrade
+90
-0.12
96.45'
2:1 Sl.
Ground Line at ℄
Exc. 120
Emb. 82
Emb. 977
5
MIDWAY ROAD
1310
1300
1290
+0.4265
0.48'
0.48'
1306.94'
100'
20'
20'
Emb. 3,602
688
690

PROFILE OF IN

BEAR CREEK

Ex. 45

+50 1305.30

Finish Gr. 12' Rt. N. Bd

+0.486

+0.365

Finish Gr. 12' Rt. S. Bd.

20

20

+59
+70

+65.8

+17.4

2V.S.

Exc. 18,690

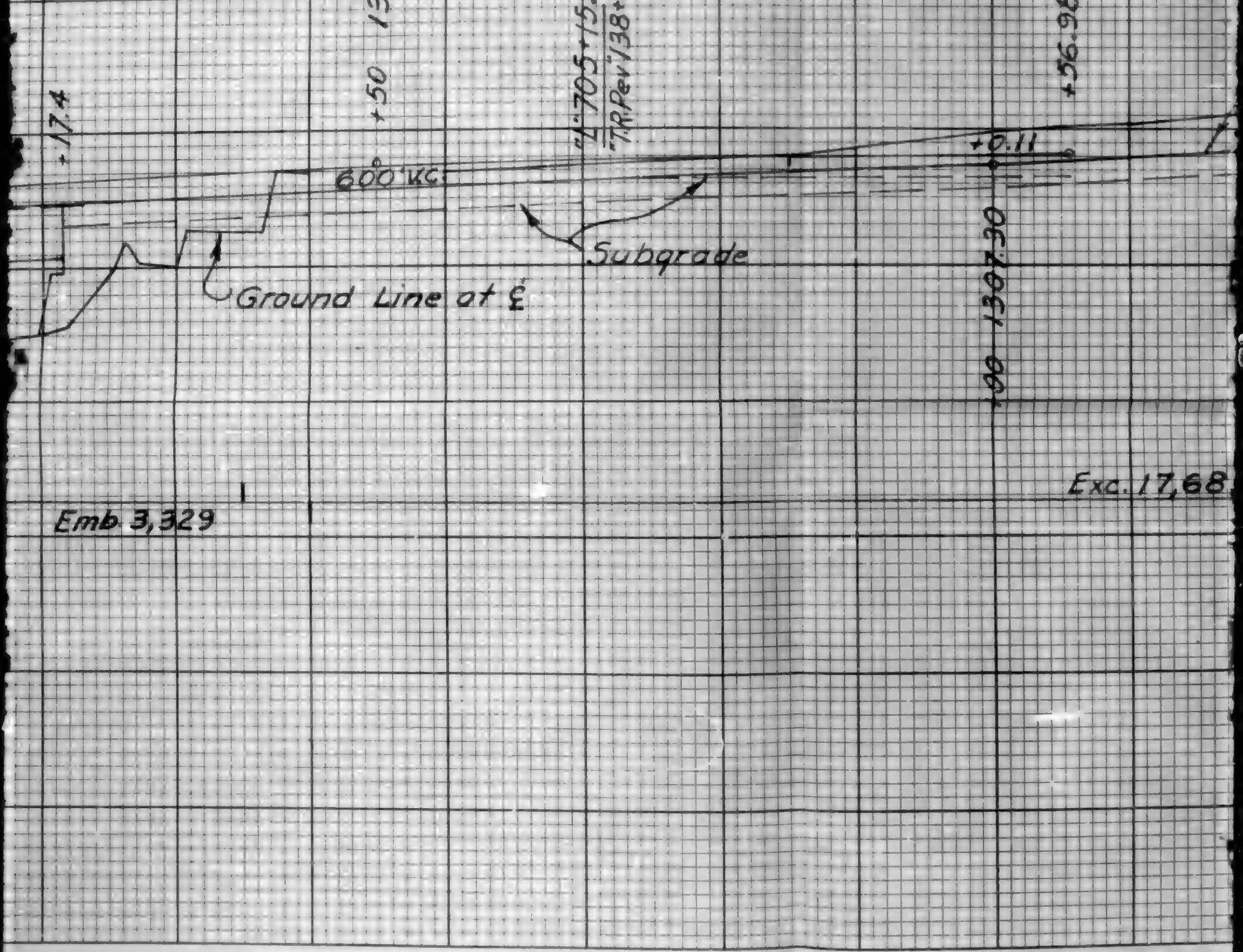
Emb. 1,458

Emb.

695

700

OF INTERSTATE HIGHWAY



I.R.
Inst.
Dr. E

1320

Fin. Gr. 12' Rt. S. Bd. & 12' Lt. N. Bd

1310

+0.55

1300

xc. 17,685

710

715

1320

Gr. 12' Rt. S. Bd. & 12' Lt. N. Bd

55

1310

1300

Exhibit "F"

715

Sta 137+54.50

54'-6"

Pt. A

Toe of fill

Begin Structure
Sta 137+00

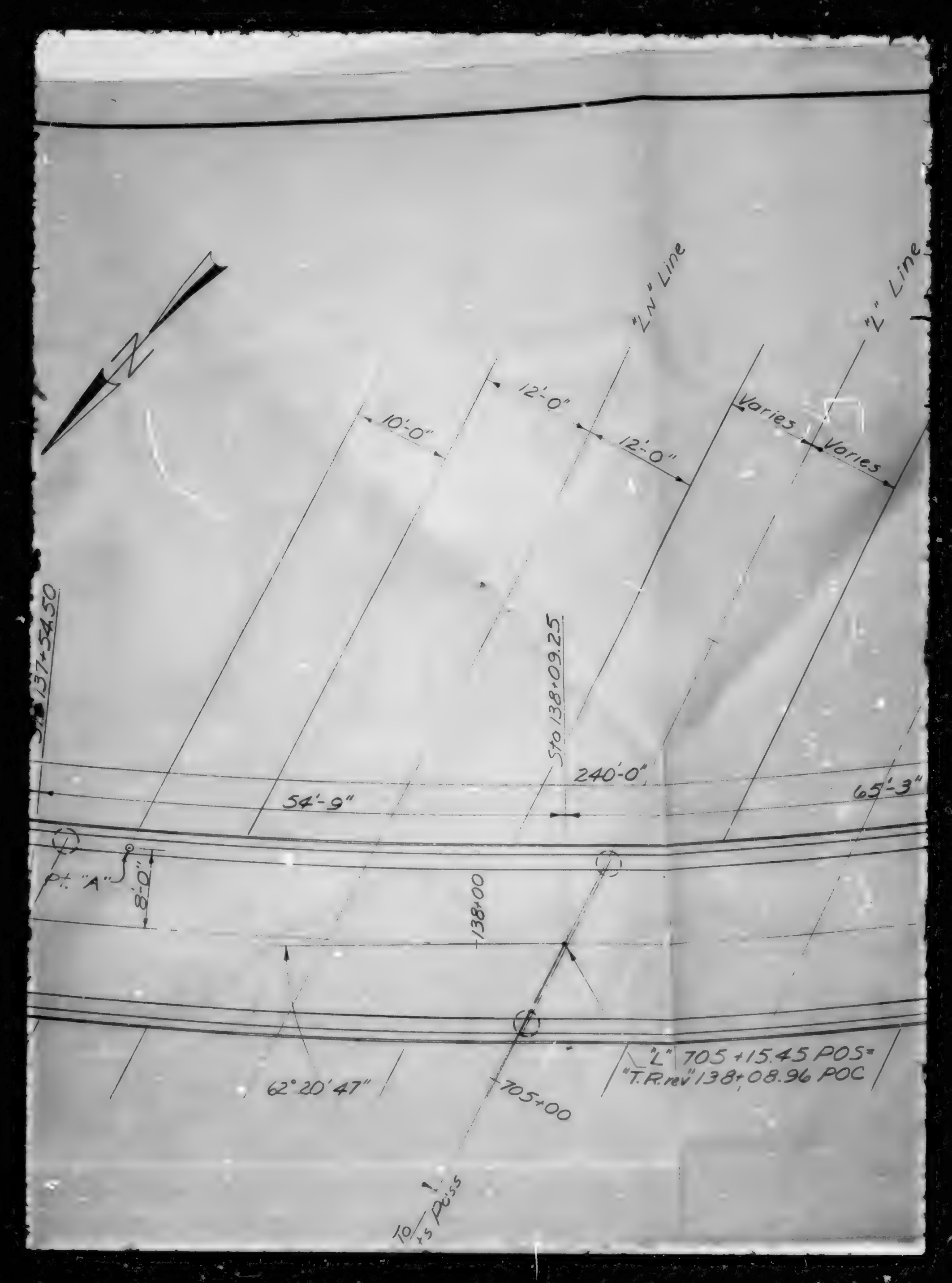
1'-0"

1'-6"

15'-0" Rdw

1'-6"

1'-0"


"LN" Line
"L" Line
10'-0"
12'-0"
12'-0"
Varies
Varies
137+54.50
Sta 138+09.25
240'-0"
54'-9"
65'-3"
Pt. "A"
8'-0"
138+00
62° 20' 47"
705+00
"L" 705+15.45 POS=
"T.R. rev" 138+08.96 POC
10/+5 Piers

To Medford

"L" Line

"L5" Line

12'-0"

12'-0"

10'-0"

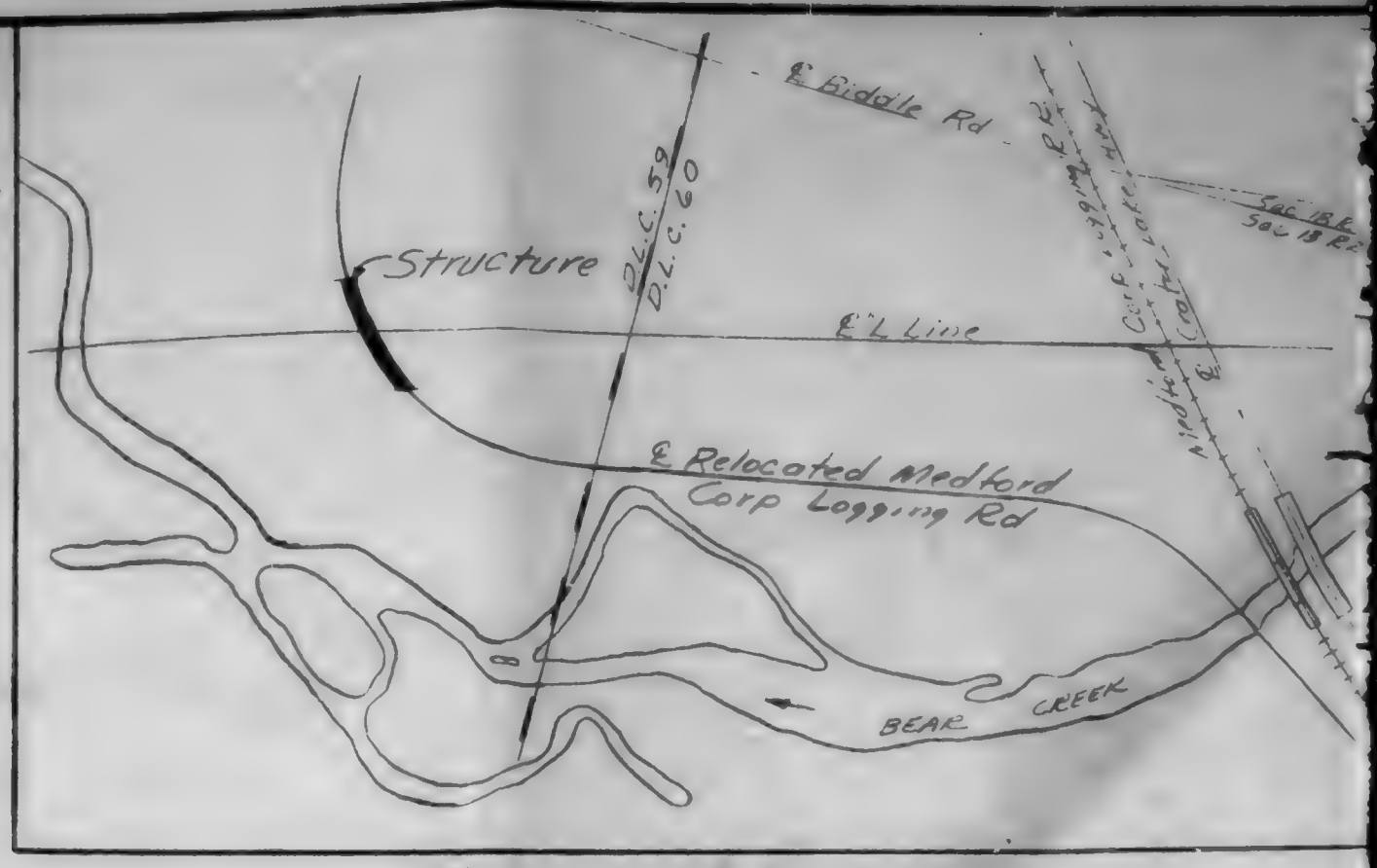
65'-3"

65'-6"

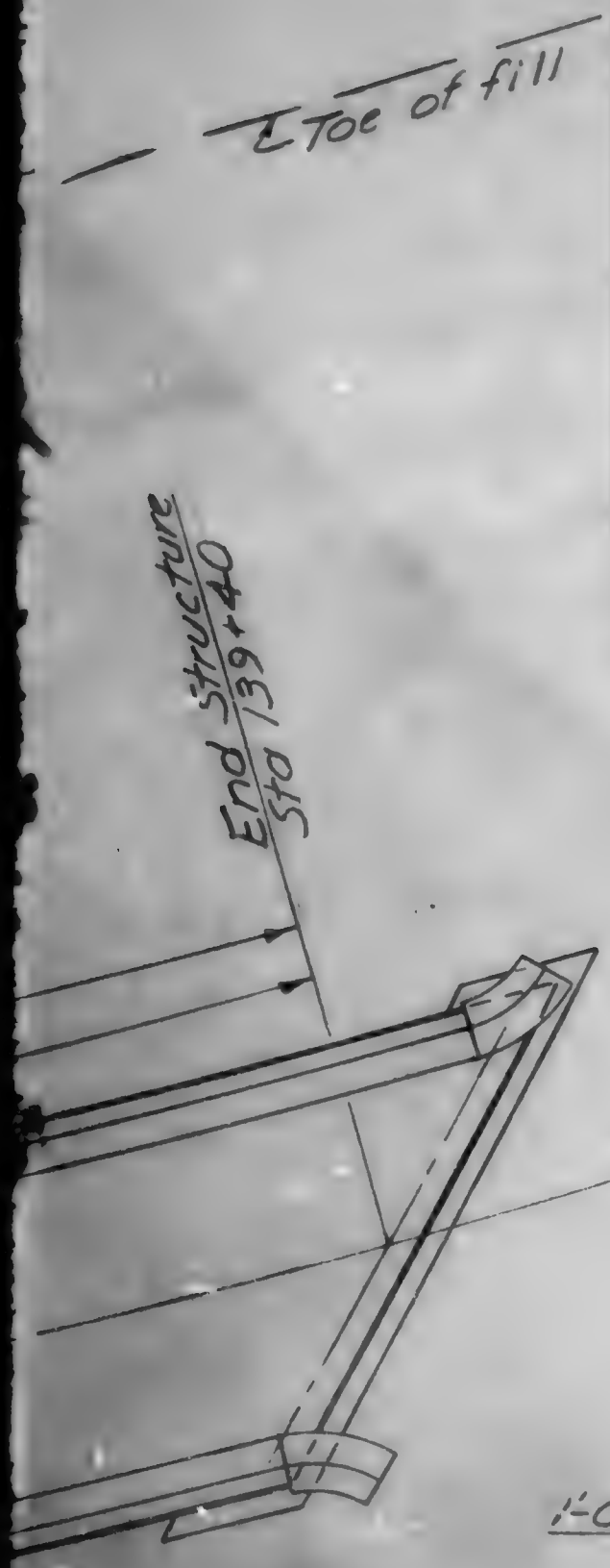
Sta 138+74.50

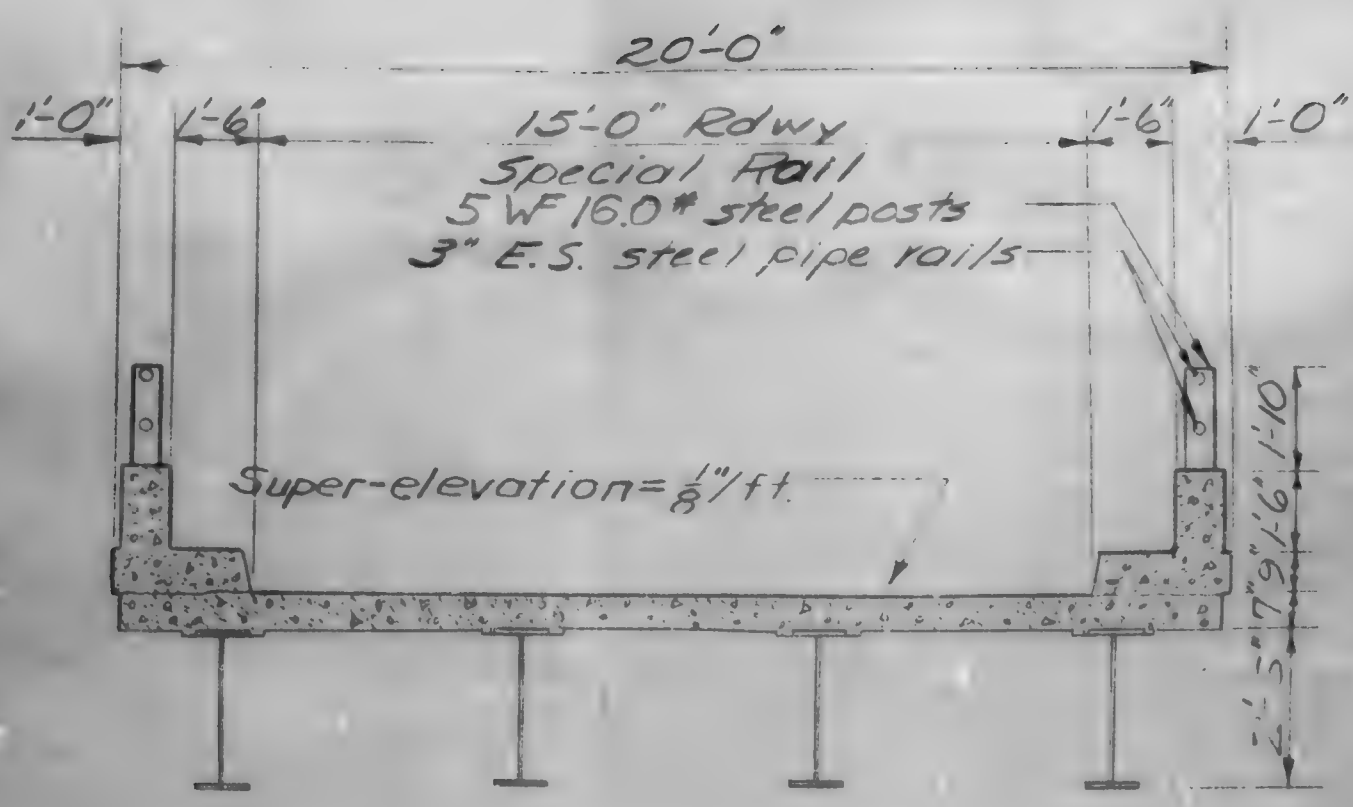
139+00

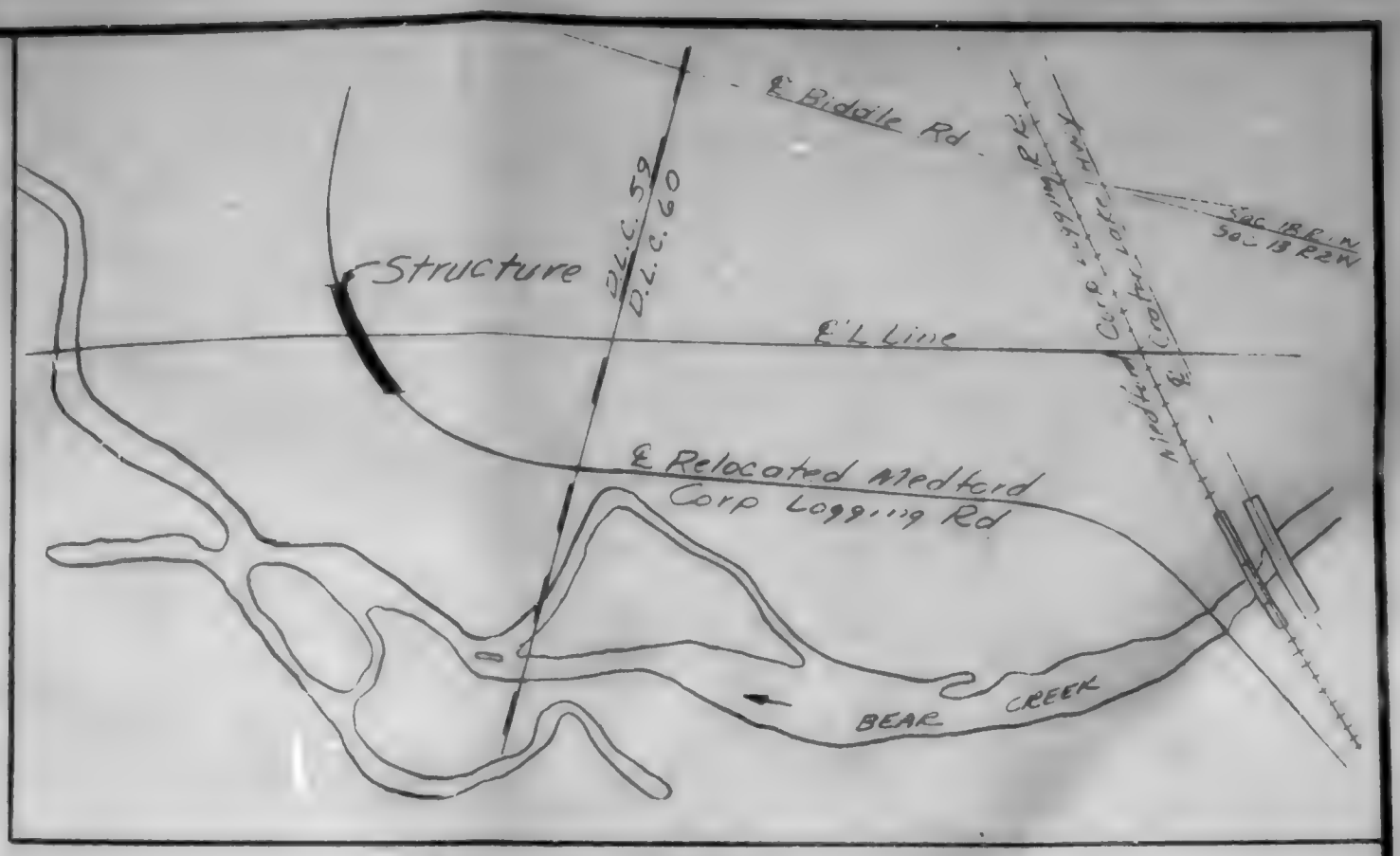
ture



VICINITY MAP



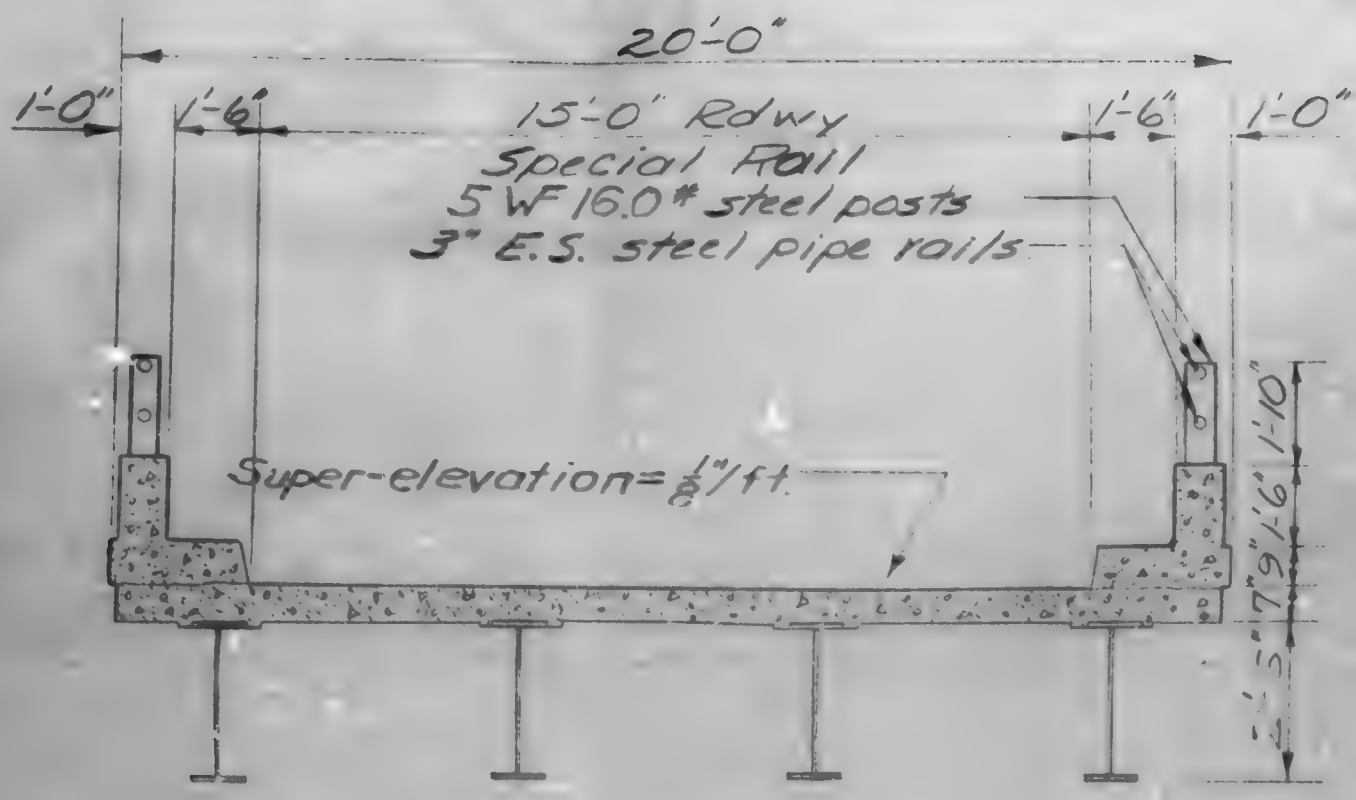




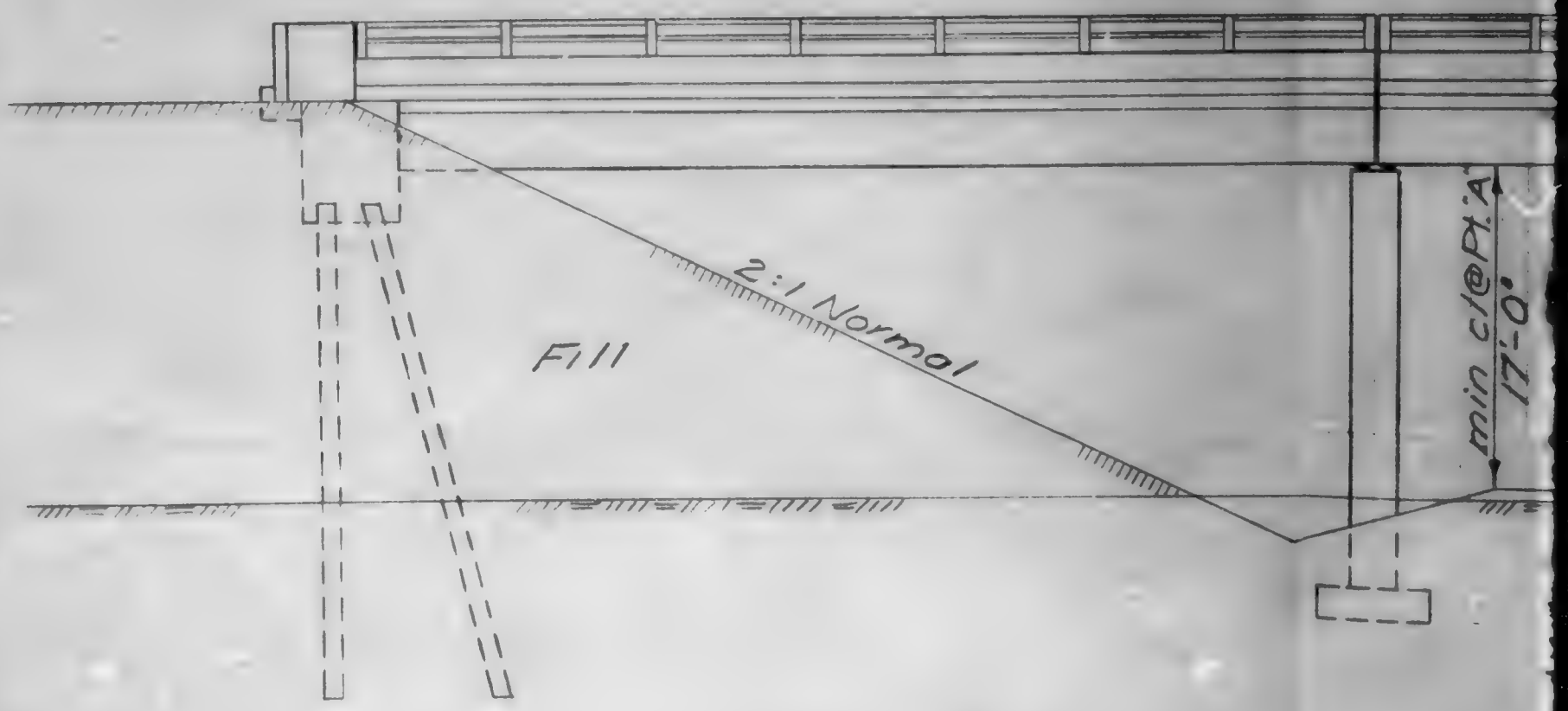
VICINITY MAP

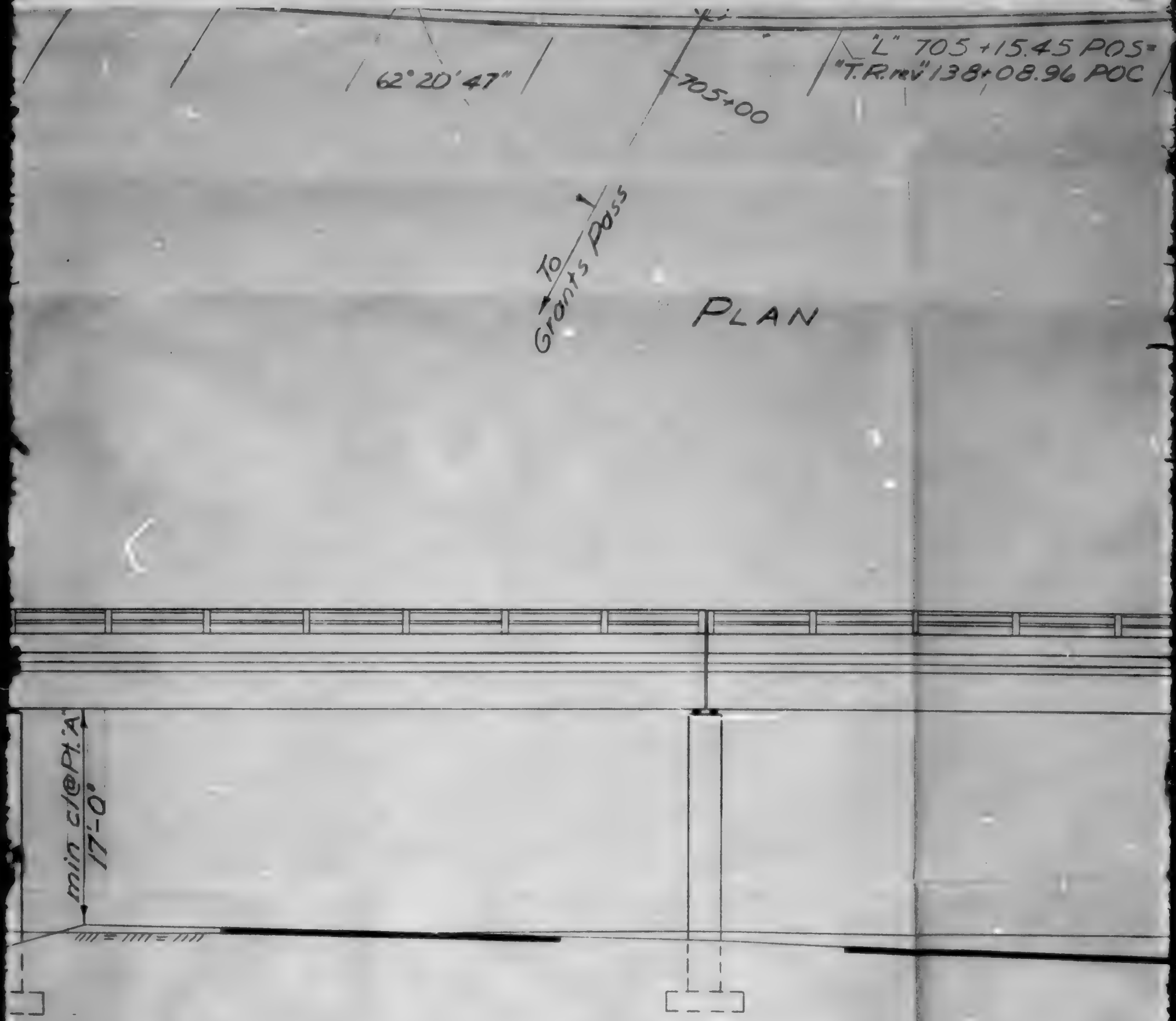
E Toe of fill

Sta 139

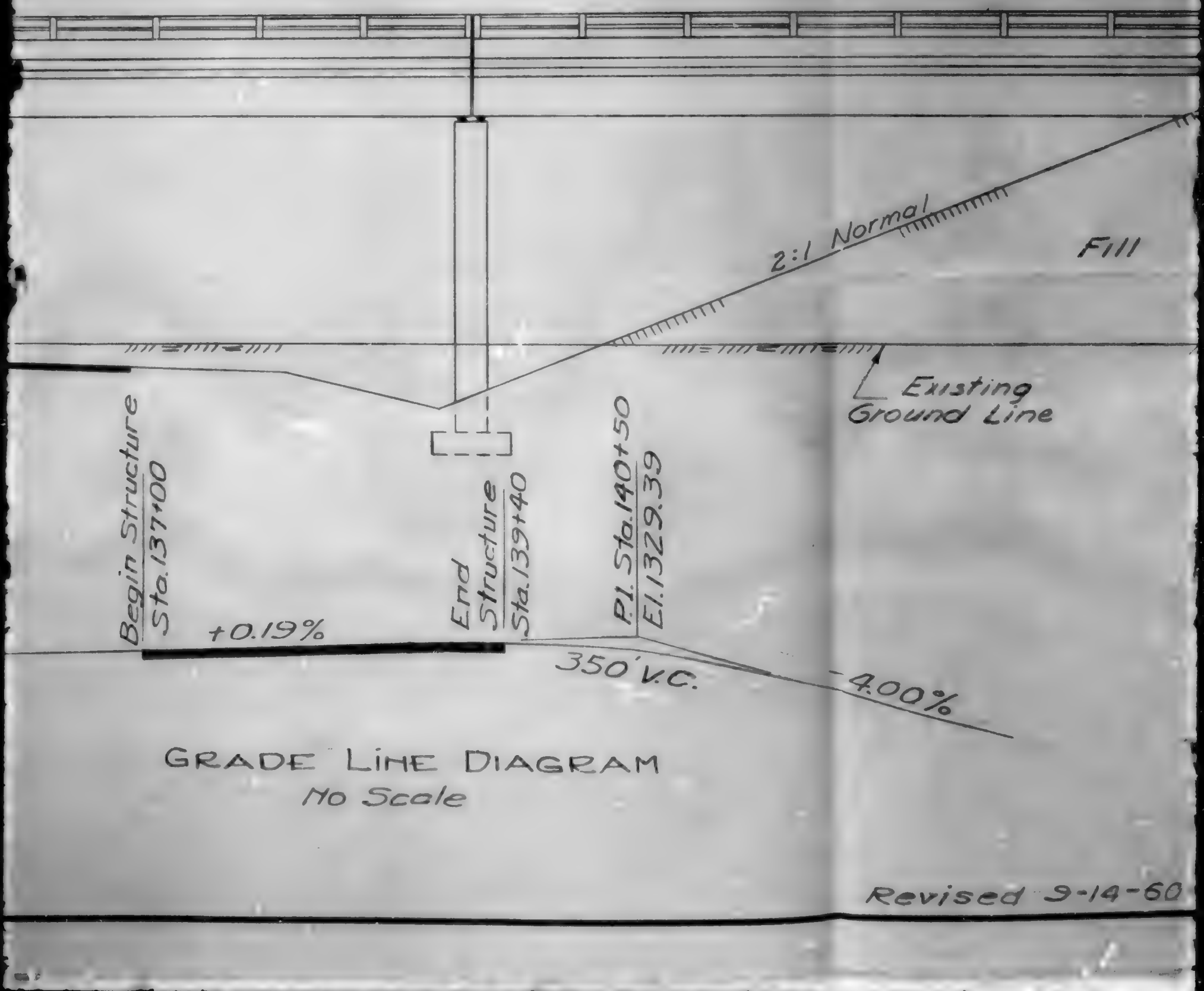


Toe of fill



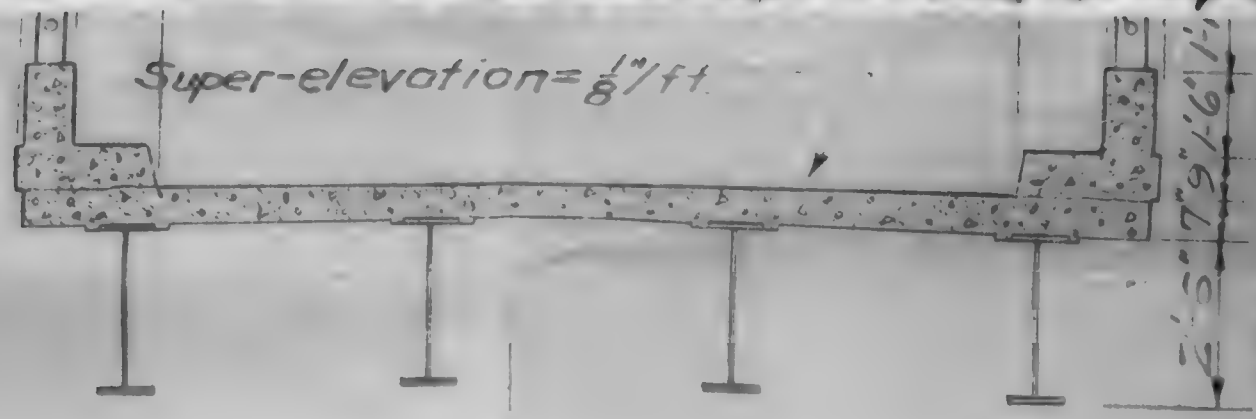

62°20'47"
705+00
"L" 705+15.45 POS=
"T.R. nV" 138+08.96 POC
To
Grants Pass
PLAN
min. clear. 17'-0"
ELEVATION
SCALE 1"=10'-0"

POS=
POC



GRADE LINE DIAGRAM
No Scale

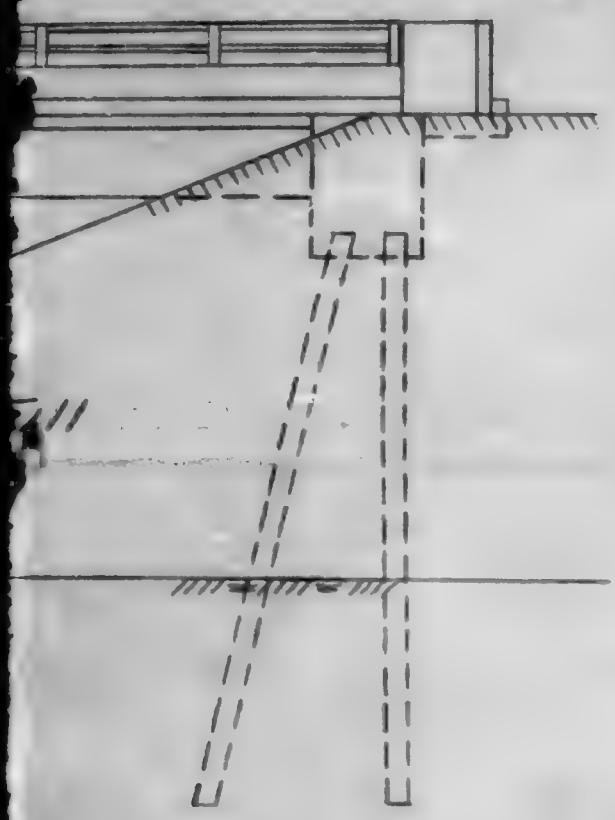
Revised 9-14-60



Toe of fill

TYPICAL SECTION
SCALE 1/4" = 1'-0"

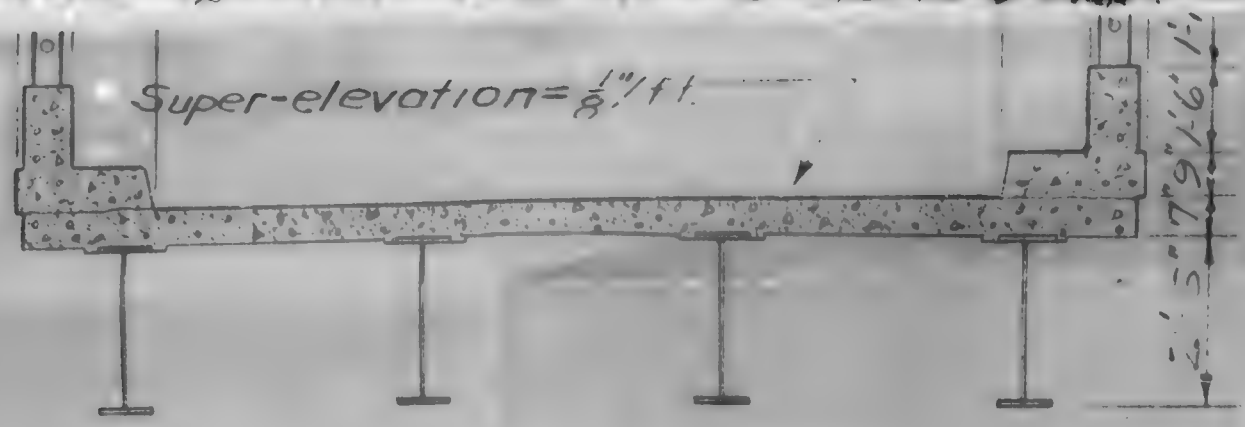
NOTE:
Structure designed for 114K logging truck as



APPROVED: Ivan V. Merchant, BRIDGE ENGINEER; ASST. STATE HIGHWAY ENGINEER; STATE HIGHWAY ENGINEER	OREGON STATE HIGHWAY DEPARTMENT, BRIDGE DIVISION		
	PACIFIC HIGHWAY UNDERCROSSIN OF MEDFORD CORP. LOGGING ROA TABLE ROCK RD.—12 TH. ST. SECTIO PACIFIC HIGHWAY JACKSON COUNTY		
	PLAN & ELEVATION		
DESIGNED ..... CHECKED ..... DRAWN J.M.T. ..... CALC. BOOK	DATE AUG 18, 1960 ACCOMPANIED BY DWGS	BRIDGE NO. 8863	SHEET ..... OF ..... DRAWING NO. 8863

-14-60

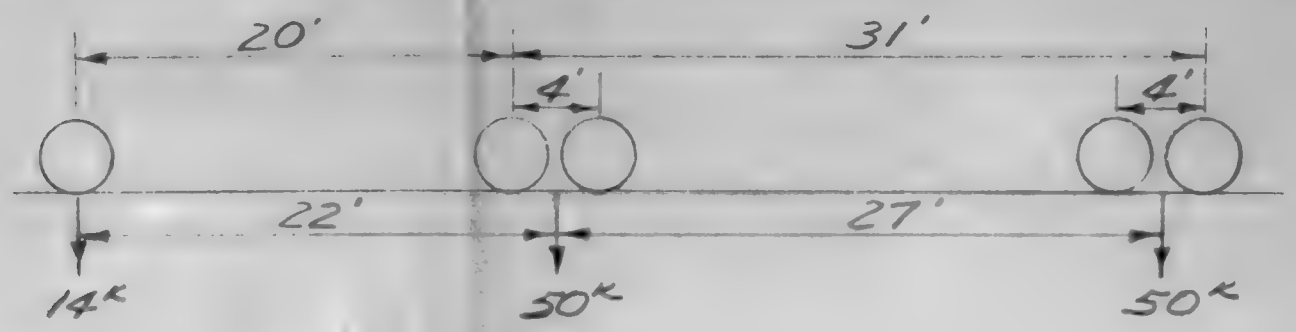
Exhibit

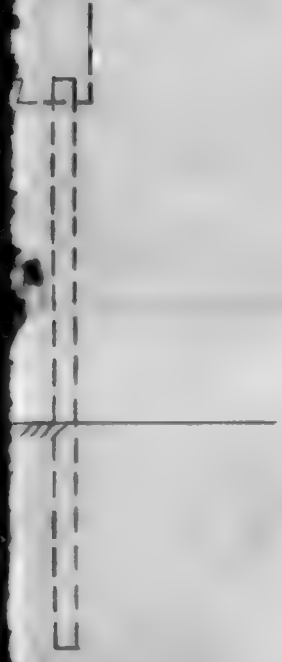


Toe of fill

TYPICAL SECTION
SCALE 1/4" = 1'-0"

NOTE:
Structure designed for 114ᵏ logging truck as shown





PROVED:

Howard V. Merchant
IDGE ENGINEER

ST. STATE HIGHWAY ENGINEER

ATE HIGHWAY ENGINEER

ESIGNED ..... CHECKED .....
RAWN J.M.T. CALC. BOOK .....

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

PACIFIC HIGHWAY UNDERCROSSING
OF MEDFORD CORP. LOGGING ROAD
TABLE ROCK RD.—12 TH. ST. SECTION
PACIFIC HIGHWAY
JACKSON COUNTY

PLAN & ELEVATION

DATE AUG 18, 1960 BRIDGE NO. 8863
ACCOMPANIED BY DWGS. .....

SHEET ..... OF .....
DRAWING NO. 8863-A

Exhibit "G"

I-5-1(23)28 Seven Oaks-Jackson St. Sec.,1961
Pacific Hwy. Grad. Pav. &
#5831 struct. & sign. Folder # 1

RECEIVED
SEP 29 1960
FOR FILING
1-5-1 (22) 28
59 21

September 28, 1960

Medford Corporation
Medford
Oregon

Attention: Mr. B. L. Nutting
Manager

Gentlemen:

This will acknoledge receipt of your letter of September 26 and to thank you for your co-operation in allowing us to provice access for the City of Medford to its sewer line from your private roadway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Pearson
Assistant State Highway Engineer

OSP:ss

cc to: Mr. W. C. Williams
Mr. J. W. DeSousa

GEORGE R. BIRKELUND
CHAIRMAN OF BOARD
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PETER B. ERIKSEN
SECRETARY AND TREASURER
CHICAGO, ILLINOIS

MEDFORD CORPORATION

LUMBER MANUFACTURERS

SUGAR PINE
PONDEROSA PINE
MEDCO
DOUGLAS FIR
WHITE FIR
INCENSE CEDAR

BERNARD L. NUTTING
VICE PRESIDENT AND MANAGER
MEDFORD, OREGON

RUSSELL J. HOGUE
VICE PRESIDENT AND
GENERAL SALES MANAGER
MEDFORD, OREGON

EDWARD C. NAVE
SALES MANAGER
MEDFORD, OREGON

MEDFORD, OREGON
September 26, 1960

State of Oregon
State Highway Department
Salem, Oregon

Att: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

It has always been our policy and desire to be cooperative with the City of Medford so therefore in reply to your 21st letter request, we authorize you to include in the proposed agreement covering the relocation of our railroad grade to a truck road grade a provision for access by the City of Medford to their Bear Creek siphon from our relocated road.

We are pleased to accede to this request.

Very truly yours

MEDFORD CORPORATION

B. L. Nutting

Manager

BLNutting:el

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SEP 28 1960
OREGON
STATE HIGHWAY COMMISSION

WESTERN PINE ASSOCIATION WPA

WEST COAST LUMBERMEN'S ASSOCIATION

ADDRESS ALL CORRESPONDENCE TO THE COMPANY

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FOR FILING
I-5-1(23)28
5831

September 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Table Rock Road-Jackson St. Section
Pacific Highway, Jackson County
Project No. I-5-1(23)28

Dear Sir:

We are submitting herewith the following additional data in connection with adjusting water mains and facilities of the City of Medford on the subject project as requested by your office:

1. Two copies of the City's estimate for lowering in lieu of relocating the 16" water main, with explanation of the impracticability of lowering this pipe.

2. Two copies of the plan and profile for the relocation of the water main above the new dam.

3. Two copies of the statement acknowledging the fact that service to water lines will not be permitted within the control access lines. This provision was not included in the State-City agreement.

We trust this will clear the agreement for approval and that authorization to proceed with the work will be forthcoming as requested in our letter of September 9, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

K. L. Porter
Office Engineer

DBP:bb

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FOR FILING
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1960

SUBJECT: Access - Medford Corporation Road to the City of Medford

To: Mr. Laurence A. Holt
Right of Way Supervisor
State Highway Department
Roseburg, Oregon

Attention: Mr. O. D. Rawlins
Right of Way Agent

In answer to your question regarding access from the Medford Corporation Road to the City of Medford property on Bear Creek, I report the following:

This matter has been investigated by Mr. Curtis Baker, the Utilities Liaison Engineer from the Construction Department. He too is of the opinion that service can best be handled via approaches from the Medford Corporation Road.

We will check with Mr. Paxson to see if Medford Corporation would be agreeable to this procedure. When a decision has been reached I will transmit the information to you so that you might close the City of Medford file.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr

cc: Mr. Curtis Baker
Mr. G. S. Paxson

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G. S. PAXSON
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SEP 23 1960

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Crater Lake Highway

September 21, 1960

Medford Corporation
Medford
Oregon

Attention: Mr. Nutting
General Manager

Gentlemen:

The City of Medford has a siphon under Bear Creek parallel with the Crater Lake Highway. The revisions to the Crater Lake Highway are such that it will be impracticable to get to the manholes at either end of this siphon from that highway. The truck road which we are building for you is adjacent to these manholes and would provide a ready access to them.

I understand that any visit to the manholes would be at long intervals, probably in the neighborhood of five or six months, and I would like our agreement with you concerning this matter to carry with it the privilege for the City of Medford to use your truck road to get access to the siphon.

I would appreciate your advice in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ae

cc to: Mr. W. C. Williams
Mr. J. W. DeSousa
Mr. Tom Edwards

RECEIVED
AUG 17 1960
FOR FILING

August 16, 1960

Medford Corporation
Medford
Oregon

Attention: Mr. Butting
General Manager

Gentlemen:

Following our conference in Medford on August 5, we have studied the possibilities of grade and alignment revisions in view of the shift to truck operations which you have now decided upon. At that conference, you advised that grades should not exceed 3 per cent westbound for loaded trucks and 4 per cent eastbound for empty trucks. I am enclosing a print of the profile of the relocation showing the grade lines which we propose to use.

Our study did not indicate that there was an advantage in any change of alignment over that proposed for the originally planned railroad relocation. We, therefore, are proceeding on the same alignment as previously given you.

Our roadbed sections are those previously proposed for railroad use and will provide a width of subgrade varying from 24 feet to 30 feet, with 30 feet being used on fills in excess of 15 feet in height. Under this scheme, you will have ample room at the ends of the bridges for any passing operations.

We will very shortly be applying to the Public Utility Commissioner for an order authorizing the crossings of Biddle Road and the new freeway and also the revision in the location of the crossing of Bullock Road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams

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Salem, Oregon
September 16, 1950

r. Leonard Lindas

Proposed Agreement
Rogue River Valley Irrigation District
Table Rock Road--Jackson Street Section
Pacific Highway - Jackson County

The State proposes to construct a section of Interstate 5 extending from Table Rock Road southerly to Jackson Street within the city of Medford. Within this section, and specifically between McAndrews Road and Jackson Street, our construction will interfere with and require reconstruction of certain facilities of the Rogue River Valley Irrigation District. We have reached substantial agreement with the District, which understanding should be confirmed by formal agreement with the District. The points to be covered by the agreement are as follows:

THINGS TO BE DONE BY THE STATE:

1. The State will furnish plans and specifications for the highway project and will include therein plans and specifications for the reconstruction of the District's facilities disturbed by the project.

2. Certain reconstructed facilities of the District will be within the right of way purchased by the State for the project. The location of these facilities within the right of way is shown on Sheets 13 and 14 of the plans for the Seven Oaks--Jackson Street Section, which are attached. The State will grant a permanent easement to the District to allow these facilities to be operated and maintained after completion of the work. The facilities include the reconstruction of a dam or weir in Bear Creek to replace an existing facility destroyed by the construction. On the left, or west, bank of Bear Creek at the location of the new dam, the State will acquire an easement for the construction of the dam and for access to the dam by the State, the Rogue River Valley Irrigation District and the Oregon State Game Commission. This area of easement is shown in green on Sheet 14. The purpose of this easement is for the maintenance and operation of the dam and fish ladder.

3. The State will be responsible for all structural maintenance on the culvert connecting the dam or weir with the reconstructed

outlet ditch within the limits between access-control lines, as shown on Sheet 14. The location of this culvert is shown in red. The State will also be responsible for structural maintenance of the culvert extending from the diversion box at Station 772+25 across the highway to its discharge in Bear Creek. This culvert is also shown colored in red on Sheet 14.

4. The plans and specifications prepared by the State are to be checked and approved by the U. S. Bureau of Reclamation, and the State will reimburse the District for its cost in having this check and approval made by the Bureau.

5. The State will not release its contractor for the project until written approval of those items affecting the District is received from the District.

6. The State will require its contractor to keep irrigation facilities in operation between April 15 and September 25, 1961 and will require that completion of the irrigation features of the project be completed prior to April 15, 1962.

THINGS TO BE DONE BY THE ROGUE RIVER VALLEY IRRIGATION DISTRICT:

1. Rogue River Valley Irrigation District approves plans and specifications for the project.

2. Rogue River Valley Irrigation District will submit plans and specifications to the U. S. Bureau of Reclamation and will pay the U. S. Bureau of Reclamation for check and approval of same. Reimbursement is to be made to Rogue River Valley Irrigation District under Item 4 above.

3. Rogue River Valley Irrigation District will, without undue delay, approve in writing the final construction of the project as provided in Item 5 above.

4. Rogue River Valley Irrigation District will, at its own convenience and expense, furnish an inspector during the construction of the project.

5. The Rogue River Valley Irrigation District has certain easements for the operation of its existing irrigation facilities on and across property acquired by the State for its right of way between McAndrews Road and Jackson Street. The District will release and quit claim all such rights within the highway right of way in this section and accept in lieu thereof easements granted in Section 2 of "Things to be Done by the State".

6. The District will maintain the reconstructed facility, including the dam or weir, fish ladder, canals and culverts except for

structural maintenance of culverts provided in Section 3 of "Things to be Done by the State". This maintenance is to include the cost of electric energy used in operating the fish screen.

7. Rogue River Valley Irrigation District will furnish the locks and chains for all gates installed or required for protection of the facilities.

8. Rogue River Valley Irrigation District will furnish and install the measuring recorders and house protecting same, to be placed on a foundation provided by the State.

9. Rogue River Valley Irrigation District will furnish and install all checkboards and flashboards required without cost to the State.

I am attaching prints from Sheets 2-A, 13 and 14 of the Seven Oaks-Jackson Street grading and paving project and Drawings 16112 to and including 16117 of the structural plans for the project. It would be appreciated if you would draw up the necessary agreement covering this matter.

G. S. Paxson
Assistant State Highway Engineer

GSPrae

cc to: Mr. Curtis H. Baker

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1960

SUBJECT: Proposed Agreement
Rogue River Valley Irrigation District
Table Rock Road-Jackson Street Section
Pacific Highway
Jackson County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

As part of the construction of the proposed freeway through the City of Medford, it is necessary to reconstruct, at a new location, a diversion weir owned by the Rogue River Valley Irrigation District. The work is to be done under a contract to be let by the State, and will be a part of the Seven Oaks-Jackson Street grading and paving project. The points of agreement are as follows:

THINGS TO BE DONE BY THE STATE:

1. State will furnish plans and specifications for the project and will let the contract and supervise the construction of the weir and the canals, and other appurtenant facilities.

2. State grants a permanent right to the Rogue River Valley Irrigation District to allow the new diversion weir and the canals to occupy the highway right of way, and will obtain an easement in the name of the Rogue River Valley Irrigation District to allow the weir to occupy private property on the left bank of the stream. The easement to be acquired will also allow the Rogue River Valley Irrigation District access for maintenance and operation of the weir and fish ladder.

3. State will structurally maintain the freeway crossing culvert at the outlet works of the weir between the access control lines.

4. State will reimburse the Rogue River Valley Irrigation District for the cost of having the plans and specifications checked and approved by the U. S. Bureau of Reclamation, which check is required by the U.S. Bureau of Reclamation.

5. State will not release contractor on the job until written approval of the completed project is received from the Rogue River Valley Irrigation District.

6. State will require contractor to maintain irrigation facilities in operation between April 15 and September 25, 1961, and will require completion of irrigation work prior to April 15, 1962.

NOTED
G. S. PAXSON

THINGS TO BE DONE BY ROGUE RIVER VALLEY IRRIGATION DISTRICT:

1. Rogue River Valley Irrigation District approves plans and specifications for project.

2. Rogue River Valley Irrigation District will submit plans and specs to U. S. Bureau of Reclamation and will pay U. S. Bureau of Reclamation for check and approval of same. Reimbursement is to be made to Rogue River Valley Irrigation District under Item 4 above.

3. Rogue River Valley Irrigation District will, without undue delay, approve in writing the final construction of the project as provided in Item 5 above.

4. Rogue River Valley Irrigation District will, at its own convenience and expense, furnish an inspector during the construction of the project.

5. Rogue River Valley Irrigation District hereby releases and quitclaims all right to real property within the highway right of way between McAndrews Road and Jackson Street, which public roads are located near Stations 755+40 and 792+90, except rights granted in Item 2 of "Things to be done by State."

6. Rogue River Valley Irrigation District will maintain, both operationally and structurally, all irrigation facilities; excepting structural maintenance of the highway crossing culvert at the outlet of the weir between the access control lines. This maintenance is to include the payment of the electric energy used to power the fish screen.

7. Rogue River Valley Irrigation District will furnish the locks and chains for all gates installed or required for protection of the facilities.

8. Rogue River Valley Irrigation District will furnish and install the measuring recorders and a house protecting same, to be placed on a foundation provided by the State.

9. Rogue River Valley Irrigation District will furnish and install all checkboards and flashboards required without cost to the State.

The plans for the project are not as yet reduced for printing but will be obtained for attachment to the agreement. These sheets include Sheets 2-A, 13, and 14 of the Seven Oaks-Jackson Street Grading, Paving and Structures project and Bridge Drawings 16112 through 16117 inclusive.

Please submit the above information to the Legal Division for the preparation of an agreement. The prepared agreement is to be returned to the Construction Engineer for further handling.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

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SEP 15 1960
OFFICE OF
STATE ENGINEER

CHB:fp

cc Ivan Merchant
R. L. Porter

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FOR FILING

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5931

September 13, 1960

Mr. Robert J. Carstensen
County Engineer
Courthouse
Medford, Oregon

Dear Mr. Carstensen:

In accordance with our discussion by phone today, I am attaching hereto a print from the plans for the reconstruction of the Medford Corporation road in the vicinity of Bullock Road.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

September 9, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

When I met with Mr. DeSouza at the site of the proposed relocation of Medford Corporation's railroad and Bullock Road intersection, we did not have sufficient information to determine the reasons for elevating Medco's road so far above the Bullock Road grade. We also did not know of the intent to carry this rise south to the intersection of Hilton Road. I did not express a strong objection to this situation at the time except to wonder why it was done.

I am now concerned about the fact that you proposed to install a 36" culvert under Medco's road at this point.

Again I may be unduly concerned as I do not have sufficient information as to the exact location of this culvert and how you propose to take care of the drainage after it is discharged into the road side ditches of Bullock Road.

If this 36" culvert empties into the east ditch of Bullock Road, there is not adequate drainage facilities to remove this amount of water from the immediate area.

I would appreciate it very much if someone from the highway department could contact me concerning this matter as this particular area has been a problem to us for sometime. Jackson County is willing to cooperate in any solution that can be worked out to provide adequate drainage for the area east of Bullock Road.

Very truly yours,

Robert J. Carstensen
County Engineer

RJC:sc

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September 9, 1960

Table Rock Road--Jackson St. Section
Pacific Highway, Jackson County
Project No. I-5-1(23)28

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are the following data in connection with adjusting the water mains and facilities of the City of Medford for construction of the above subject project:

1. Two copies of the agreement with the City for construction of the project.

2. Two copies of the City's estimate for adjusting the water mains and facilities.

3. Two copies of plan sheets on which the City has shown the proposed revisions.

4. Two copies of the City's letter requesting approval to do portions of the work by contract and to solicit bids.

Your approval of the agreement and authorization to proceed with the work, part of which will be done by contract, as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

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August 31, 1960

Mr. Robert J. Carstensen
County Engineer
Courthouse
Medford, Oregon

Dear Mr. Carstensen:

Mr. DeSouza has conferred with me relative to your joint inspection of the proposed change in the Medford Corporation's railroad. He advises that you raised some objection to the change of grade on Bullock Road where the truck road crosses it.

We raised the grade in order to make it possible to install drainage under the truck road. There is considerable drainage coming from the south that now crosses the Crater Lake Highway and the railroad through a culvert and flows on northerly along Bullock Road. We are proposing the installation of a 36-inch culvert under the truck road to handle this, and in order to get proper flow line to the Bullock Road side ditches, need this change of grade.

I am attaching a copy of our Sheet 11-B of the plans for this section, which shows the proposed profile on Bullock Road in the upper left-hand corner of the drawing. You will note that the present road now makes an abrupt rise just as it enters Hilton Road. Under our proposal, we would use a level grade to and to a point about 70 feet north of thetruck road and then come down on an easy grade to meet the existing road surface. I believe that you will have just as good, or better, grade line on Bullock Road by raising it as you now have. Some place you have to raise to meet Hilton Road, and we will only extend this point north along Bullock Road. I would appreciate it if you would re-examine this matter and, if possible, withdraw your objection to the change of grade of Bullock Road.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. W. C. Williams

By

GSP:ae

G. S. Paxson
Assistant State Highway Engineer

Attach.

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Mr. J. W. DeSouza

Salem, Oregon
August 26, 1960

The State Highway Commission is building a section of Interstate Highway 5 extending from Seven Oaks to Jackson Street in Medford. This section crosses the Crater Lake Highway, at which point an interchange will be built. Paralleling the Crater Lake Highway at this point, is a railroad owned and operated by the Medford Corporation. It is not feasible to construct the interchange with the railroad in its present location. The Medford Corporation have advised us that they plan to discontinue rail operations and convert their existing railroad into a private truck road, over which they will haul logs. Even with this conversion, it is still not feasible to leave the road in its present location.

We have negotiated with the Medford Corporation and have agreed with them as to a relocation of their facility, which will be built as a truck road. I am attaching hereto a print from five different drawings. The general picture is shown on Drawing 8862-A in the upper right-hand corner. You will note that by this revision there will no longer be a railroad grade crossing by the Hilton Road or by the Biddle County Road, but that we will establish a crossing of the Bullock County Road by this revision, and we will also establish crossings of the Biddle County Road and over the proposed interstate highway. The crossing of the Bullock County Road will be at grade, but crossings of the Hilton County Road and the freeway will be grade separations carrying the truck road over the county road and the interstate highway. In order that you may make application to the Public Utility Commissioner for an order covering this project, I submit the following data.

ELIMINATION OF GRADE CROSSINGS

Hilton County Road:

This is an existing crossing and is shown on the drawing marked Sheet 11A, Seven Oaks-Jackson Street Section. The crossing is in Section 18, Township 37 South, Range 1 West. The intersection is at Railroad Station 131+08.0 and the centerline of the Hilton Road, for which no stations are available. The angle of intersection is 37° 30' in the southwest quadrant. This crossing will be elimin-

NOTED
G. S. PAXSO

ated by reason of the relocation of the rail line and conversion to a truck road. It is proposed that the Medford Corporation remove their rails, ties and other railroad facilities and repair the road surface after the material is removed.

Biddle Road Grade Crossing:

The location of this crossing is shown on the small scale vicinity map on Drawing 8862-A. It is on the township line between Section 18, Township 37 South, Range 1 West, and Section 13, Township 37 South, Range 2 West. The intersection is at Railroad Station 148+37 and the centerline of Biddle Road, which is Biddle Road Station 23+72.0. The angle of intersection is 50° in the northeast quadrant. It is proposed that the Medford Corporation remove their ties, rails and other facilities and repair the roadway surface after this removal.

GRADE CROSSING OF BULLOCK ROAD Rd Traffic 29 Oct 29-1959

The new line of the truck road crosses Bullock Road approximately 300 feet north of the junction of Bullock Road and Hilton Road. It is in Section 18, Township 37 South, Range 1 West. The intersection is at Truck Road Station 117+91.66 P.O.S. and Bullock Road Station 9+92.18 P.O.T. The angle between the tangent to the truck road centerline and the centerline of Bullock Road is 72° 7' 56". The detail of the location is shown on Sheet 11-A, Seven Oaks-Jackson Street Section. The profile of the revision of Bullock Road to meet the grade line of the truck road is shown on Sheet 11-B, Seven Oaks-Jackson Street Section. It is proposed that Bullock Road be raised approximately 2.8 feet at the intersection. At the revised grade line, the truck road will be 0.338 per cent descending toward the west and Bullock Road will be level. The sight distances provided at this crossing will be as follows:

Vehicle on Bullock Road

From Point on Road	Sight Distance on Truck Road
50' North of Crossing	1,200 Feet West 400 Feet East
500' North of Crossing	1,200 Feet West 400 Feet East
50' South of Crossing	1,200 Feet West 800 Feet East
300' South of Crossing	1,200 Feet West 1,200 Feet East

Vehicle on Truck Road

From Point on Road	Sight Distance on Bullock Road
50' West of Crossing	300 Feet South
	1,200 Feet North
500' West of Crossing	300 Feet South
	1,200 Feet North
50' East of Crossing	300 Feet South
	1,200 Feet North
500' East of Crossing	300 Feet South
	450 Feet North

GRADE SEPARATIONS

Biddle Road:

The truck road will be carried over the Biddle County Road on a structure. The location is shown on Drawing 11-A previously referred to, and a profile of the grade of the truck road is shown on Sheets 11-A and 11-B. The plan and elevation of the proposed structure are shown on Drawing 8862-A. The structure is on the section line between Section 18, Township 37 South, Range 1 West, and Section 13, Township 37 South, Range 2 West. The point of intersection is at Truck Road Station 131+16.75 P.O.T. and Biddle Road Station 10+00.0. The angle of intersection is 90° 6' in the northeast quadrant. The grade of the truck road is on a vertical curve with tangents at 3 per cent ascending from the east and 0.1 per cent ascending toward the west. The strucure provides vertical clearance of 16' 0" above the surface of Biddle Road and a horizontal clearance of 44', through which is a 20-foot pavement with 4-foot shoulders on each side. The grade line provides a sight distance along the road ahead of a vehicle of 750 feet. This is the distance that a driver of a vehicle could see another vehicle approaching. The structure will consist of three spans of steel girders with concrete deck in lengths of 36' 6", 51' 0" and 36' 6", for a total length of 124 feet. The structure will have a 15-foot roadway between curbs, with 1' 6" curbs on either side, making 18' between guardrails. The structure is designed for special log-hauling equipment, with an anticipated load of 114,000 pounds carried on five axles. A diagram of the loading is given on Drawing 8862-A.

Interstate 5 Crossing:

The details of this crossing are shown on Sheet 11, Seven Oaks-Jackson Street Section and on Drawing 8863-A. The crossing is in Section 13, Township 37 South, Range 2 West. The intersection is at Truck Road Station 138+08.96 P.O.C. and Highway Station 705+15.45 P.O.S. The angle of intersection is 62° 20' 47" between tangents to curves in the northeast quadrant. The structure will consist of four span lengths as follows: 54' 6", 54' 9", 65' 3" and 65' 6", for a

total length of 240 feet. It will carry the truck road over the interstate highway, the northbound lanes of the interstate highway passing under the second girder span and the southbound lanes passing under the third girder span. A vertical clearance of 17' 0" will be provided over the interstate highway. The interstate highway will have a 24-foot pavement on both north and southbound lanes with 10-foot shoulder on the right and shoulders of varying widths on the left approximating 8 feet at the point of crossing. The grade line on the truck road is on a vertical curve with tangents of 0.1 per cent ascending from the east and 4.0 per cent descending toward the west. The sight distance along the truck road is approximately 600 feet. The structure is designed for the same roadway widths and loading as given in the data for Biddle Road.

It is proposed that the State draw the plans and let the contract for the construction of all highway facilities and for the construction of the truck road complete to and including the placing of a macadam surfacing on the relocated road. It is proposed that the Medford Corporation at its own cost salvage and remove rails, ties, fittings and any other railroad facilities in the section of railroad for which the truck road is substituted. It is not anticipated that the Medford Corporation will be under any expense in connection with the construction of the truck road, but should such expenses occur, we should agree to reimburse the company for their costs. This is a federal-aid project, and all accounting should be in accordance with PPM 30-3.

It would be appreciated if you would make the necessary application to the Public Utility Commissioner authorizing the project.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

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GEORGE R. BIRKELUND
CHAIRMAN OF BOARD
CHICAGO, ILLINOIS

ALGER CHANEY
PRESIDENT
SAN FRANCISCO, CALIF.

1-5-1 (23)-28

PETER B. ERIKSEN
SECRETARY AND TREASURER
CHICAGO, ILLINOIS

5821

MEDFORD CORPORATION

LUMBER MANUFACTURERS

SUGAR PINE · PONDEROSA PINE · WHITE FIR · INCENSE CEDAR · DOUGLAS FIR

MEDCO

BERNARD L. NUTTING
VICE PRESIDENT AND MANAGER
MEDFORD, OREGON

RUSSELL J. HOGUE
VICE PRESIDENT AND
GENERAL SALES MANAGER
MEDFORD, OREGON

EDWARD C. NAVE
SALES MANAGER
MEDFORD, OREGON

MEDFORD, OREGON

August 25, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Paxson:

Thank you very much for your letter of August 22nd, granting us permission to remove some fill material and haul temporarily along the edge of the State Highway right-of-way of the Crater Lake Highway.

Your maintenance supervisor, Mr. Lytle, was here this morning and we went over the method of operation together.

Floyd L. Somers of Medford is removing the material and trucking it to our plant site under contract and will use a shovel to load and center dump "semi" truck equipment to haul. He will furnish a flagman as you requested and will be hauling legal loads.

Thanks for your quick decision on the matter as we had planned to haul from another location and had only realized the possibility of using this location the day before I wrote to you. Your promptness has kept us from making a double move or delaying our operations.

Very truly yours

MEDFORD CORPORATION

Allen C. Smith

Logging Manager

ACSmith:el

RECEIVED
AUG 29 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

WESTERN PINE ASSOCIATION WPA

WEST COAST LUMBERMEN'S ASSOCIATION

RECEIVED
AUG 23 1960
FOR FILING
1-35-1(23)29
1921

August 22, 1960

Medford Corporation
Medford, Oregon

Attention: Mr. Allen C. Smith, Logging Manager

Gentlemen:

Reference is made to your letter of August 19 requesting permission to remove rock from the Crater Lake Highway right of way material lying between the highway and your railroad in Section 16, Township 37 S, Range 1 W.

This permission will be granted subject to your providing flagmen at the highway where your trucks enter and leave the highway to protect both highway and your hauling traffic. I assume from your letter that the material will be moved by truck over the Crater Lake Highway, in which case it will be necessary for you to comply with legal load restrictions.

8/22/60 Letter of approval by phone. Flagmen to be supplied and paid for by Medford Corp. WHC

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ms
cc: W. C. Williams
Frank Morgan
Tom Edwards
I. A. DeFrance

Mr. Morgan: Herewith a copy of a letter to the Medford Corporation concerning the borrowing of material on the right of way of the Crater Lake Highway. Will you please have someone keep in contact with them while they are doing the work?

GSP

GEORGE R. BIRKELUND
CHAIRMAN OF BOARD
CHICAGO, ILLINOIS

ALGER CHANEY
PRESIDENT
SAN FRANCISCO, CALIF.

PETER B. ERIKSEN
SECRETARY AND TREASURER
CHICAGO, ILLINOIS

MEDFORD CORPORATION

LUMBER MANUFACTURERS

SUGAR PINE
PONDEROSA PINE
MEDCO
DOUGLAS FIR
WHITE FIR
INCENSE CEDAR

BERNARD L. NUTTING
VICE PRESIDENT AND MANAGER
MEDFORD, OREGON

RUSSELL J. HOGUE
VICE PRESIDENT AND
GENERAL SALES MANAGER
MEDFORD, OREGON

EDWARD C. NAVE
SALES MANAGER
MEDFORD, OREGON

MEDFORD, OREGON

August 19, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

I am inclosing a sketch of an area from which we would like to remove some fill material for use at our new Plywood Plant. This area is along the Crater Lake Highway about a mile south of the present junction between it and Highway 99.

We have a 100 ft. railroad right-of-way in the NE¼ NW¼ as shown. Several hundred feet of which is in a 6-12 ft. cut, thus yielding considerable material. To reach this area, it would be necessary to turn off the highway at the "crossing to a residence" as shown, "daylight" to railroad elevation in the cross-hatched area shown on the common boundary south of the railroad, and by planking the railroad in the syphon area, provide a road on which a shovel and dump trucks could operate out of the material beyond.

In digging along the south side of the railroad, we would be taking some material which would be actually on the State Highway right-of-way. I rather doubt if it would be as much as a thousand cubic yards--we have not as yet taken any measurements.

If it is permissible to remove this material, please let us know as soon as possible since we will want to start there next week.

I have examined the profiles proposed for a truck road on the railroad alignment as accompanying your letter of August 18th. It looks satisfactory.

Very truly yours

MEDFORD CORPORATION

Alden C. Smith

Logging Manager

RECEIVED
AUG 22 1960
OREGON
STATE HIGHWAY COMMISSION

ACSmith:el
Inclosure

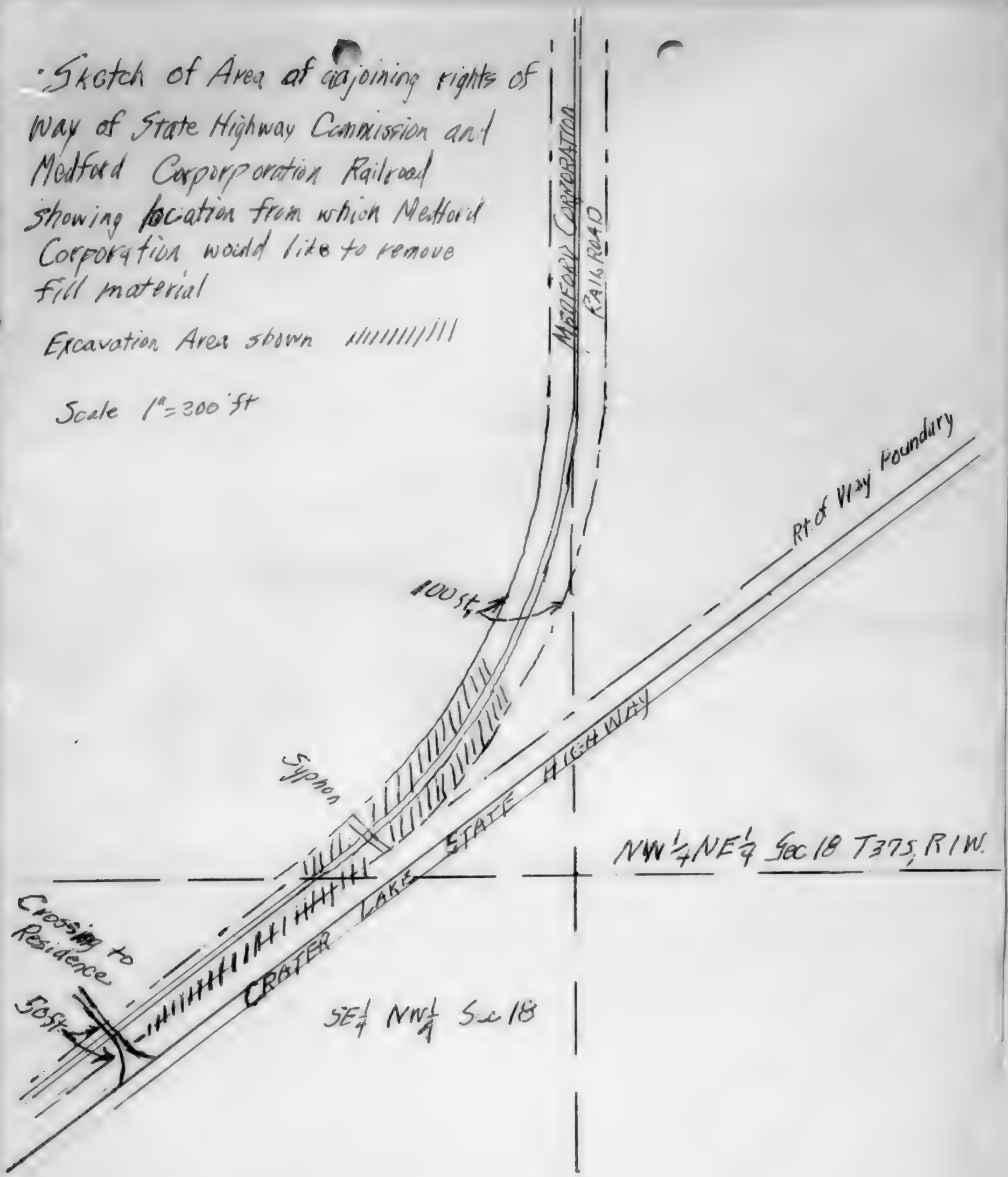
WESTERN PINE ASSOCIATION WPA

ADDRESS ALL CORRESPONDENCE TO THE COMPANY

Sketch of Area adjoining rights of Way of State Highway Commission and Medford Corporation Railroad showing location from which Medford Corporation would like to remove fill material

Excavation Area shown ////////////

Scale 1" = 300 ft



RECEIVED
AUG 12 1960
FOR FILING
1-5-1 (23) 28
5931

August 12, 1960

Mr. Robert A. Duff
City Manager
City of Medford
Medford, Oregon

Dear Mr. Duff:

In reply to your letter of July 28, I am attaching a print of Sheets 6 and 7 of our Table Rock Road-12th Street Section in Medford. Also attached is a small sketch showing the typical section through our highway and the proposed canal of the Rogue River Valley Irrigation District at Station 788+50. We have been requested by the Rogue River Valley Irrigation District to furnish it with a maintenance area between the canal and Biddle Road. You will note from the section that it is necessary to place this service area immediately adjacent to the present Biddle Road right-of-way line in the area from approximately Station 780 to Station 788+50 which would preclude any widening of Biddle Road on that side for that area.

I trust that this is the information requested in your letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

DJB:jk fn

OFFICE OF THE CITY MANAGER

CITY OF MEDFORD
MEDFORD, OREGON

July 28, 1960

W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

It has come to our attention that the Highway Department, in constructing the Freeway north of Jackson Street within the City of Medford, will relocate diversion dam and canals of the Rogue River Valley Irrigation District. The location of the canals along Biddle Road is of some concern to the City because of the widening and improving of Biddle Road that will be necessary in the future.

We would appreciate it if your department could furnish us with maps indicating these proposed locations so that we may study them in conjunction with proposed street improvements.

Very truly yours,

ROBERT A. DUFF
City Manager

RAD:ds

RECEIVED
AUG 1 1960
OREGON
STATE HIGHWAY COMMISSION

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

T. 37 S., R. 1 W., W.M.

BIDDLE

18" Sewer

750

755

0

20" Water

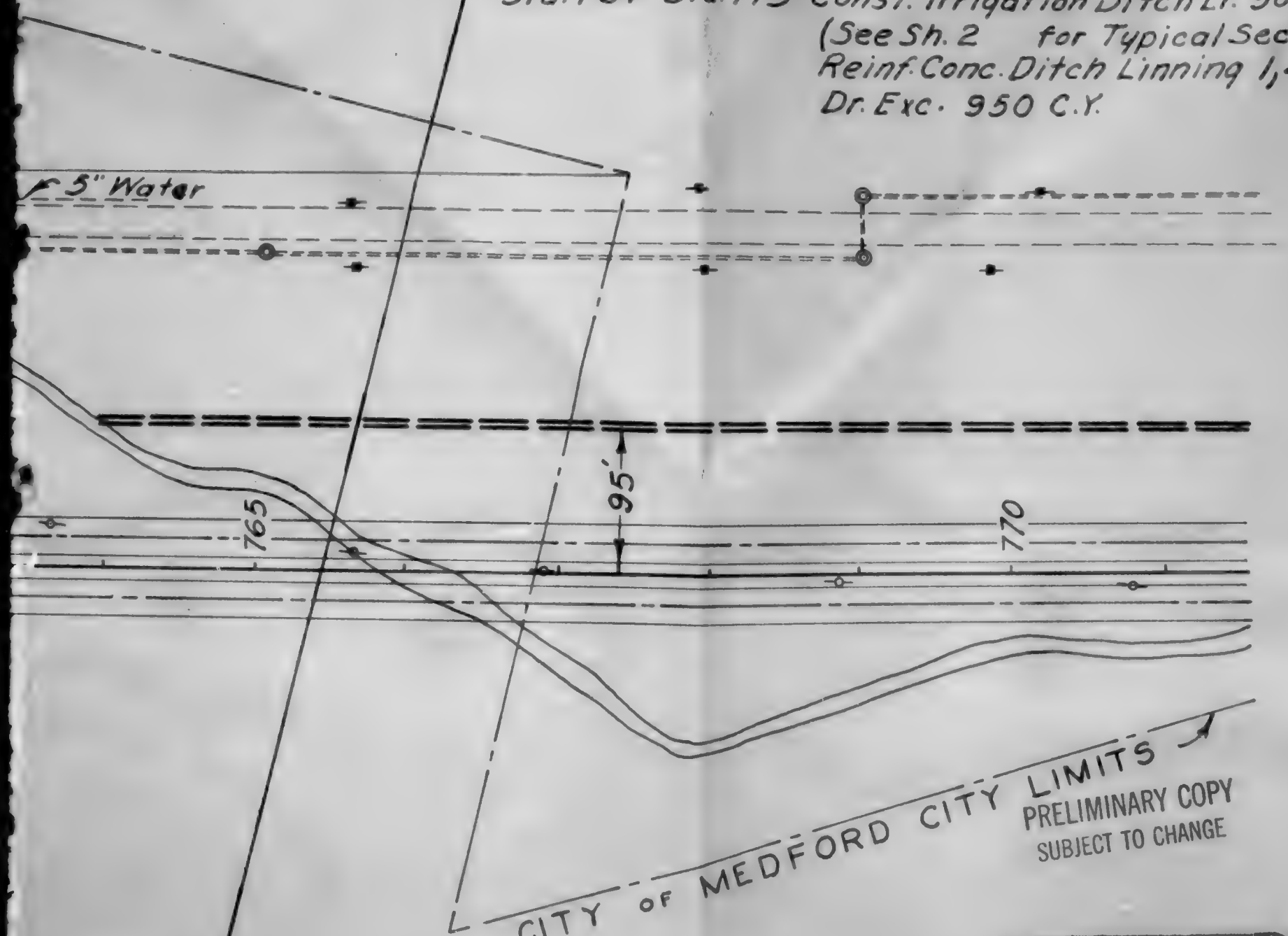
ROAD

760

"L" 755+42.45 P.O.T.
"Mc" 10+00.00 P.O.T.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC YE
8	OREGON		

Sta. 764 - Sta. 773 Const. Irrigation Ditch Lt. 900'
(See Sh. 2 for Typical Section)
Reinf. Conc. Ditch Linning 1,400 Sq.
Dr. Exc. 950 C.Y.

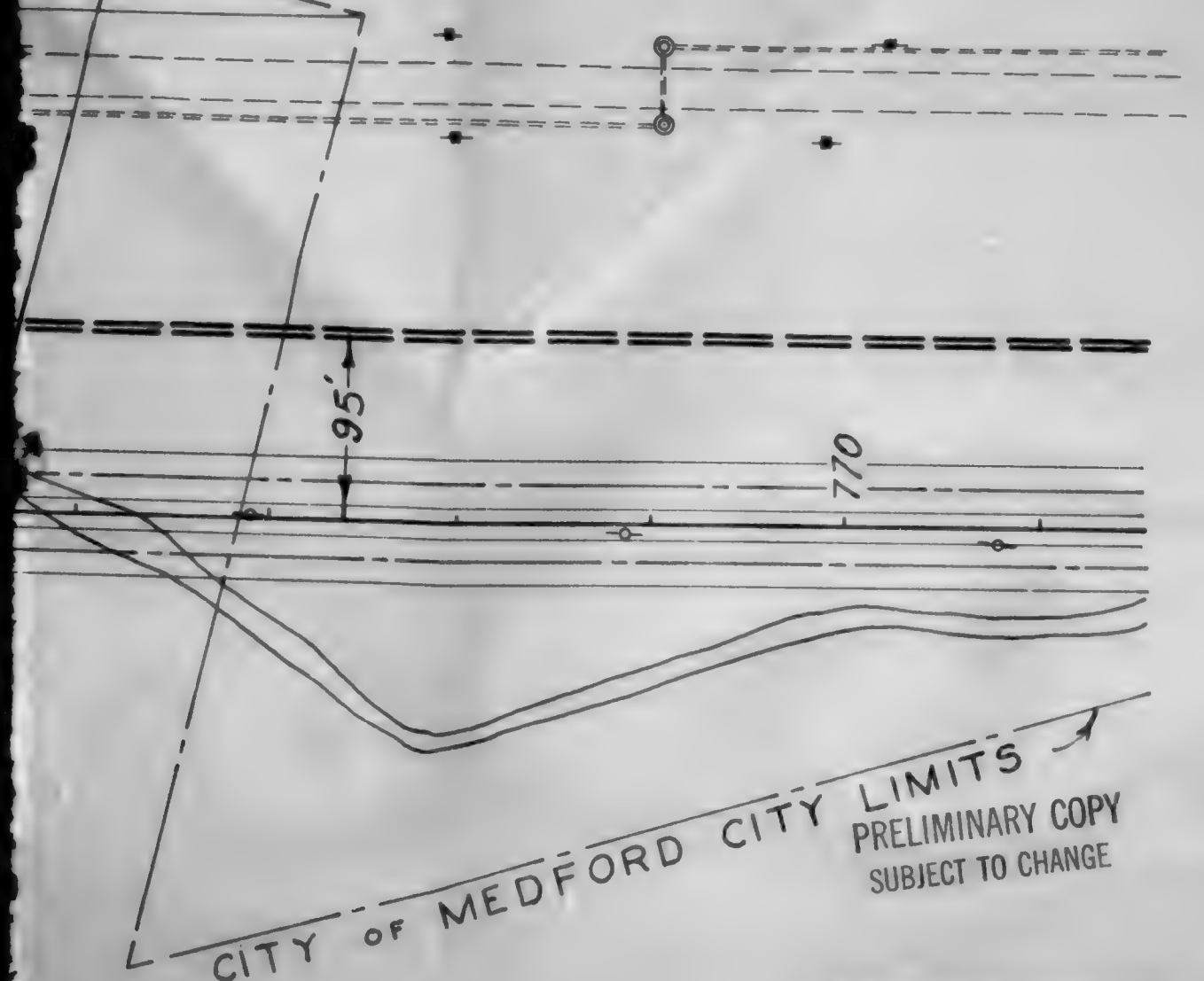


PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
AUG 5 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Sta. 764 - Sta. 773 Const. Irrigation Ditch Lt. 900'
(See Sh. 2 for Typical Section)
Reinf. Conc. Ditch Linning 1,400 Sq. Yds.
Dr. Exc. 950 C.Y.



PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
AUG 5 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

DATE

BY

ORIGINAL SURVEY

NOTE BOOK

NO

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

1360

1350

1340

1330

1320

743

745

+10 1360.10

20"

1100 VC

3.0

Emb. 136,237

750

755

1340

1330

-1.5804

Fin Gr 12'

Subgrade

Emb. 79,023

755

760

1

1340

1330.00

Ground Line

1340

F.L. Irrig Ditch

+0.1

1330

1330

PROFILE OF RELOCATED IRRIGATION DITCH

764 765 770 771

Gr. 12' Rt. Sa. Bd & 12' Lt. No. Bd.

1690 V.C.

de

+0.4114

50

0.85%

79,023

765 770 771

Ground Line

F.L. Irrig Ditch

+0.1

1340

1330

OFILE OF RELOCATED IRRIGATION DITCH

770 771

No. 8d

1350

1690 V.C.

+0.4114

1340

1330

1320

Grade 7.33%

+0.5

770 771

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

Const. Diversion Box
Class "A" Conc.
Reinf. Metal
+25 Install 48" Pipe 160'
Const. Outlet Ditch-60'
Bottom width 4'-Sl. 1½:1
Dr. Exc. 207 C.Y.

120'
95'
120'
+00
775
B l

Const. Irrigation Ditch Lt.
See Sheet [illegible] for details

T. 37 S., R. 1 W., W. M.

"LN" & "LS" 0°06' C
Δ 0°28'
T 233.34

36" Pipe in place.

"LS" & "LN" 781+00.00 P.C.

"L" 781+00.00 P.O.T. (N. 89° 31' E. Lt.)

Sta. 781+00 - Sta. 788+5
Const. Irrigation Ditch
(See Sh. 2 for Typical S
Reinf. Conc. Ditch Linning
Dr. Exc. 792 C.Y.

BIDDLE ROAD

Weir

Fish Screen

24'

16'

24'

16'

775

780

0°06' C.
°28'
33.34

88+50
Ditch Lt. -750'
pical Section)
ning 1167 Sq. Yds.

24" Pipe in place.

"Ls" & "Ln" 785+66.67 P.R.C.

16" Water

"Ln" & "Ls" 0°06' C
Δ 0°28'
T 233.34'

"Ls" & "Ln" 790+33.34 P.T.
"L" 790+33.33 P.O.T. (16.2' Rt. & Lt.)

792+91.46 P.O.T.
785 R.O.T.

785

790

114'

24'

84'

24'

Install 48" Pipe

PRELIMINARY COPY
AUG 4 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

19
30

TABLE ROCK RD-12TH ST (MEDFORD) SEC
PACIFIC HIGHWAY
JACKSON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

792+93.46 P.O.T. =
City 6+34.95 P.O.T.

JACKSON ST.

12" Storm

C.B.

C.B.

C.B.

C.B.

Sta. 793+35 to Sta. 804+80
Const. Type 3 Fence (Temp.)

12" Water

36" Sewer

Elec. Conduit

60'

795

S. 12°06'50" E.

60'

60'

70'

70'

100

30

PRELIMINARY COPY
SUBJECT TO CHANGE

TABLE ROCK RD-12TH ST (MEDFORD) SEC. PACIFIC HIGHWAY JACKSON COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

JACKSON ST.

36" Sewer

12" Water

Elec. Conduit

Sta. 793+35 to Sta. 804+80
Const. Type 3 Fence (Temp.)

795

S. 12°06'50" E.

60'

70'

70

100

PRELIMINARY COPY
SUBJECT TO CHANGE

Consi
Class
Reini
+25 Insta
Const.
Botto
Dr. Ex

Ground Line

1340

1331.70

F.L. Irrig. Ditch
+0.1

1330

771

773

PROFILE OF RELOCATED IRRIG. DITCH

1360

1350

16.7'

1340

1330

Ex. 89

771

775

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

1340

1330

781

Ground

Fin. Gr. 12' Rt. So. Bd. & 12' Lt. No. Bd.

+04.14

1300 V.C.

Emb. 112,650

775

780

19/30

Ground Line

1345.85

1340

F.L. Irrig. Ditch

+0.1

785

788

1330

PROFILE OF IRRIGATION DITCH LT.

+3.0

V.C.

Subgrade

785

790

19/30

12.5 Deg. 1200.00

+0.381

1200' V.C.

13

13

13

13

795

799

1390

1380

1370

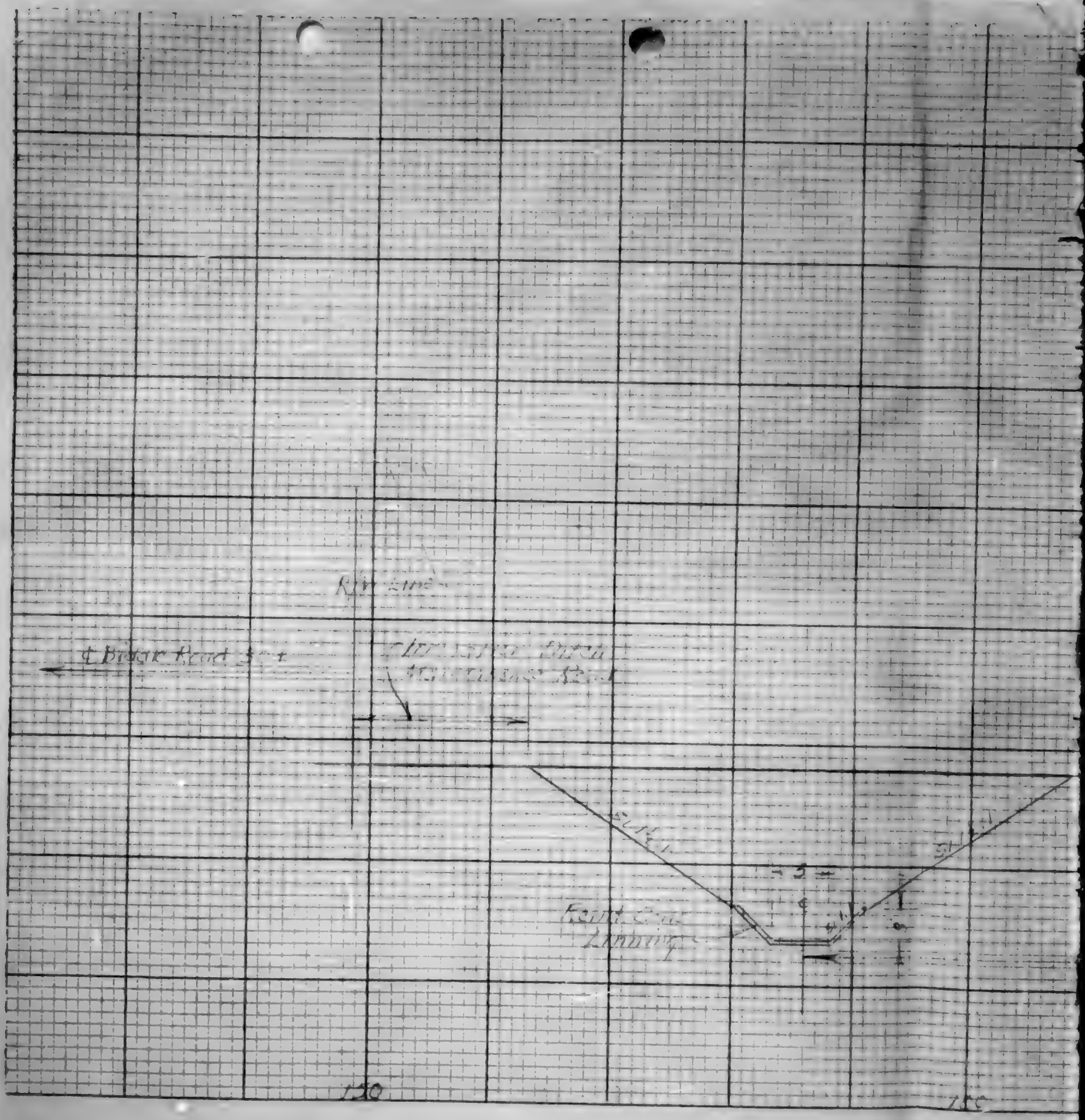
1360

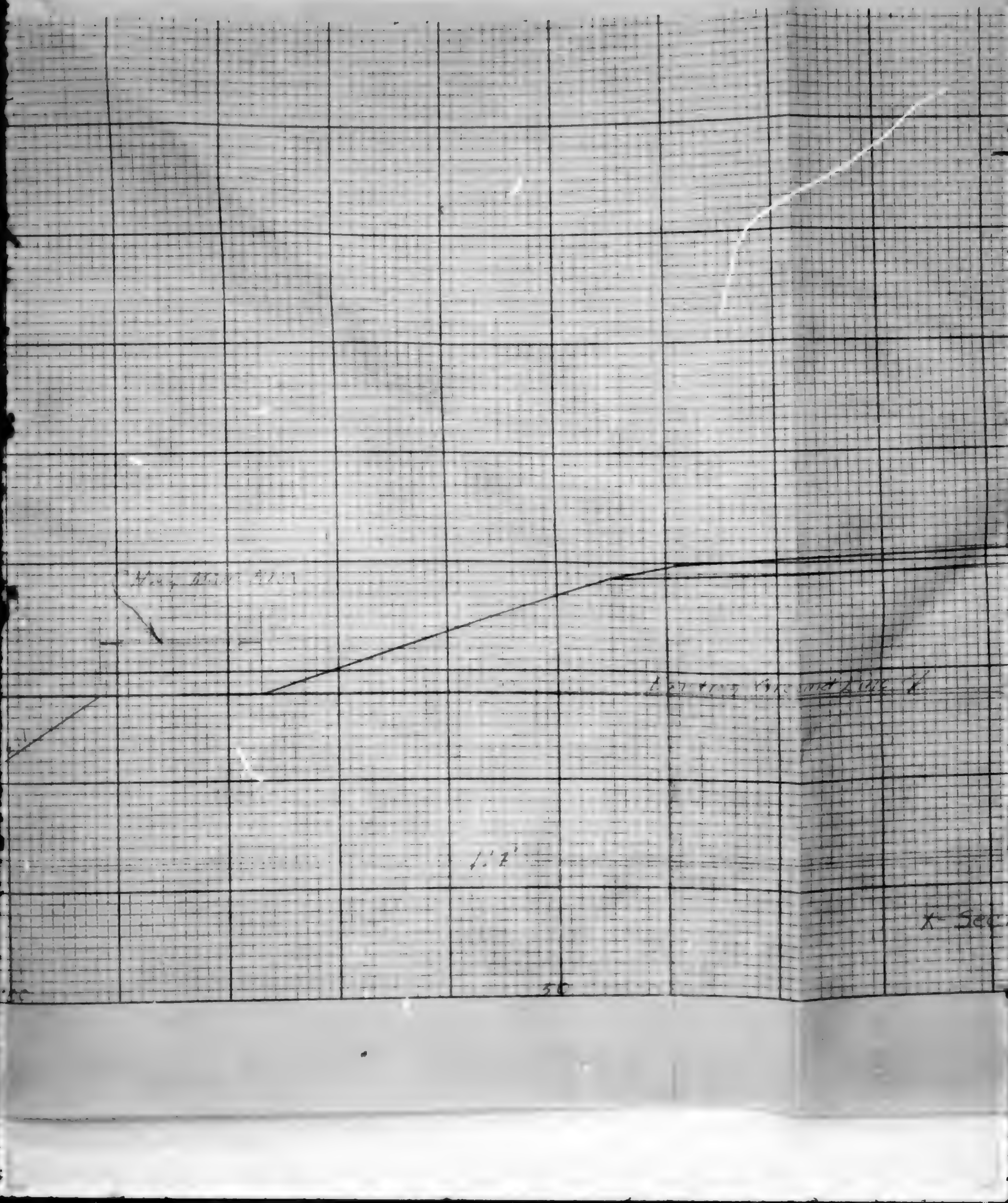
+0.381

1200' V.C.

795

799


Kiel Line
¢ Bear Rud
Kiel Canal
Landing



Seven Oaks – Sta
Prairie H
Jackson Co

PRELIMIN
AUG
SUBJECT

PRELIMINARY COPY
SUBJECT TO CHANGE

X Section at Sta 758 + 50

Scale

5'

Seven Oaks – Jackson St Sec

Alaska Hwy

Jackson County

PRELIMINARY COPY
AUG 3 1950
SUBJECT TO C

PRELIMINARY COPY
SUBJECT TO CHANGE

+50

Scale 1" = 10'

30

20

FORM E-123-X 75M

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COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

1-5-1(23) 28
5821

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
July 15, 1960

Mr. Robert Duff
City Manager
City Hall
Medford, Oregon

Dear Sir:

NOTED
W. C. WILLIAMS

I am sending under separate cover four copies of the artist's sketches of the Crater Lake Interchange vicinity showing the approved plan thereon.

There are two of the large scale sketches and two reduced ones.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

GKA:fp

cc W. C. Williams

RECEIVED
JUL 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1960
FOR FILING
1-5-1 (2.2)-1.9
5831

July 11, 1960

Mr. Everett Faber
KBES Television Station
2000 Crater Lake Highway
Medford, Oregon

Dear Mr. Faber:

Enclosed is a copy of the map of the proposed Crater Lake Interchange in Medford. This map is being sent to you as per your verbal request to Mr. Tom Edwards, Construction Engineer.

Although this preliminary design has been approved by the Bureau of Public Roads as to the over-all design, the layout is still subject to some minor changes. However, any minor change made would not change the over-all pattern to any extent.

Very truly yours,

W. C. Williams
State Highway Engineer

[redacted]

GKA:jp ms
cc: Mr. Forrest Cooper
Mr. Tom Edwards

NOTE!! "BR" Has not been checked (Coordinates)

Exst. Greater Lake Hwy.

PRELIMINARY COPY
SUBJECT TO CHANGE

Exstg. R.R.

HILTON ROAD

Exist'g. R/W
"CL" 2360+02.89 POT
"BR" 10+31.16 POT
24° 35' 20" E
Prop.
"BR" 15+27
"BR" 10+31.16 POT
"CL" 2360+11.00 POT
"BR" 9+02.23
"BR" 8+56 to PC
Prop. R/W
S 37° 25' 20" E
Exist'g. R/W
Exist'g.

12°C

20

BR 22+80.29 PC

S 29° 30 ' W

Prop. ℄ RIW Line

12° CR
Δ = 53°56'
Ts = 340 23
Ts = 247 25
Lc = 349 44

200'SP
D = 6.0
S = 2-00

BR 15+27.25 PS

BR 17+27.25 PSC

BR 20+77.12 PT

CULLEN EQUIP CO

28

50'

Exstg RIW

"A Line

19° C

Exstg. RIW

16°C

10°C

36°C

25

125

24

Exist. R/

SEVEN OAKS - ASHLAND SECT.				SHE N
PACIFIC HWY. JACKSON CO.				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOT SHE
8	OREGON			

Standard Interchange Layout Sheet

PRELIMINARY COPY
SUBJECT TO CHANGE

SEVEN OAKS – ASHLAND SECT. PACIFIC HWY. JACKSON CO.				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

PRELIMINARY COPY
SUBJECT TO CHANGE

HILTON

BIDDLE RD

S1° 31' 21" W

PRELIMINARY COPY
SUBJECT TO CHANGE

TO CENTRAL POINT INT'CHG.
2.47 MILES

400' SP.

200' SP.

BR "9
I 32° 15' 0"
D 38° 36' 47"
T 73.46
L 69.78
E 2.38
40
"BR" 8+56.00 PC
Prop R/W
55 R
S 37° 25' 20" E
120'
Exist. R/W
Exist. R/W
Exist.
36"
Pennsboro
30
70
020
Exist. R.R.
1200' Radial
S 15
"C" Line
200' SP
20 CR 15
200' SP
150' SP.
Proposed R.R. Revision

Existg R/W

width 80'±

3° B.

26

136° C

525

22

22

250' SP

6° C

BEAR

CREEK

52° CK

"D" Line

250' SP

65

Str. 195'±

width 75'±

1:02

4

24

36

30' R

100'

Exist R/W

Channel Change

Exist. Easement Line

Existg. R/W

Existg. R.R. R/W

21° CL

30' R

65' R

20

To be Abandoned

3% 70

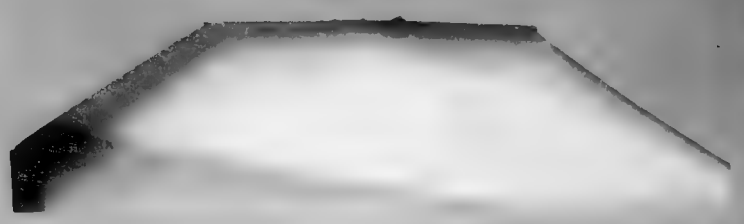
195'± x 70'

12°

150' SP.

321

PRELIMINARY COPY
SUBJECT TO CHANGE



SCALE: 1" = 100'

DATE	REVISION	BY
6/6/60	E.R. Line	LFF

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST

PRELIMINARY COPY
SUBJECT TO CHANGE

SCALE: 1" = 100'

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST

REVISION	BY
R-Line	LFF

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FORM E-123-X. 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON,
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5-5-1 (23)
28
5131

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 8, 1960

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

ATTENTION: Mr. Harold Sexton

Bear Creek Diversion Weir
Table Rock Road-Jackson St.
Pacific Highway
Jackson County

Gentlemen:

Attached is a copy of a report on the Bear Creek Diversion Weir made by Mr. John Jenkins of our Research Division.

This is in accordance with your telephone request of a few days ago.

Very truly yours,

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

CHB:fp

Enc.

cc G. S. Paxson
R. C. Edgerton

RECEIVED
JUL 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL -1 1960
FOR FILING
1-5-1 (23) : 9
5431

Salem, Oregon
June 30, 1960

Table Rock Road-12th
Street (Medford) Unit

Mr. Tom Edwards
Mr. Ivan D. Merchant

You have copies of Mr. Jenkins' report on the diversion dam and fishway facilities which will be required on the above-cited unit.

It will be necessary that we have the approval of the Fish Commission and the Game Commission for anything that we construct, and it will also be necessary that we enter into an agreement with the Rogue River Valley Irrigation District, who owns the structure that we will replace. It will take some time to complete these agreements, and it is requested that you prepare the plans for this particular facility as soon as possible so that we may have time to negotiate with the District.

C. S. Paxson
Assistant State Highway Engineer

CSP:ae

RECEIVED
JUL - 1 1960
FOR FILING
1-5-1 (23) 28
5731

To: Mr. G. S. Paxson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1960

SUBJECT: Diversion Dam
Table Rock Rd.-12th Street (Medford) Unit
Pacific Freeway

Due to the relocation of the Pacific Highway through Medford, the existing Rogue River Valley Irrigation District diversion structure in Bear Creek at Station 782 will be buried under the highway embankment. It is therefore necessary that the diversion structure be relocated and that the channel of Bear Creek be moved to the west. In the reconstruction of the existing facilities, provisions must be made to maintain the Irrigation District diversion of up to 40 c.f.s. of water, in season, with recording stream gage equipment. Bear Creek also supports cutthroat trout and silverside salmon and provisions must be made to permit the adult fish to pass upstream over the diversion structure in the late fall, winter, and early spring and to prevent the young fish from entering the irrigation system in the summer. Also, winter floods must pass down Bear Creek without damage to the diversion structure or adjacent property.

The existing system consists of a concrete weir placed across the creek channel, as shown in Fig. 1. Stoplogs are erected on the crest in season so that irrigation water is diverted at the east end of the structure and is passed through a fish screen into the irrigation canal. Fingerlings blocked by the screen are returned to the creek via a 4-inch and 12-inch discharge pipe. The irrigation measuring flume is located 450 feet downstrem from the fish screen and 550 feet downstream from the headgate on the end of the diversion structure. During the December 1955 flood, water bypassed the diversion structure and eroded a channel 50 feet wide by 9 feet deep through the area now occupied by the weir extension (shown with dashed lines). Also, during this flood, a hole 50 feet by 50 feet by 6 feet deep was eroded downstream from the apron (later filled with grouted riprap and gravel as shown in Section B-B).

There has been a gaging station on Bear Creek in Medford since 1915. Following is a tabulation of several of the largest floods of record and estimates of Discharge by the Corps of Engineers for several floods outside the period of record:

Date	Discharge, c.f.s.	Frequency, years
December 1955	9,400	36
February 1927	8,300	26
January 1948	6,810	16
December 1861	15,200	-
February 1890	11,400	-
November 1909	6,000	9

NOTED
U.S. [illegible]

Emigrant Dam has exerted minor regulation of flow since 1924. The new enlarged Emigrant Dam is expected to be capable of completely regulating the flow of Emigrant Creek for even the 1861 flood. However, this regulation is effective on only 64 square miles out of the total drainage area of 289 square miles at the diversion structure site in Medford. In view of the large percentage of uncontrolled drainage area contributing, the large difference in the magnitude of peaks occurring during the period of record and historical peaks and the high land values adjacent to the proposed structure and channel change, a 50-year flood discharge of 10,300 c.f.s. has been used for design with no reduction made for future Emigrant Dam regulation.

Materials investigation has been conducted at the proposed site using a vertical auger and a backhoe. The only sample of the gravels was taken from the stream bed opposite about Station 777 (erroneously shown as being opposite Station 785). The subsurface exploration indicates a layer of loose streambed gravel about 4 feet thick below which lie varying thicknesses of consolidated gravels, gravels with considerable fine-grained material and a brown small gravel with fine-grained material. None of these materials would be too resistant to erosion by high velocity flow. Underlying the brown small gravel is what possibly may be a sandstone or shale. It was not reached by the backhoe and was only suggested by the vertical auger holes. The elevation of this bed rock is about 1,332 feet at the west end of the structure, 1,325 feet in the center and 1,310 feet at the east end of the structure. This materials data is somewhat substantiated by foundation data obtained from the construction of the Jackson Street bridge about 200 feet upstream.

The gradation of the sample of gravel taken at Station 777 indicates that about 25% of the gravel is larger than 1-3/4 inches. For this size of material impending movement of bottom material would occur at the following discharges on the slopes shown:

Discharge, c.f.s.	Frequency, years	Bottom Slope, ft./ft.
10,300	50	.001875
5,000	5	.00344
3,000	3	.00594

The obligation of the Highway Department in replacing the existing diversion structure would normally be limited to replacing in kind. Little is known about the original structure but the stream profile indicates the possibility that the crest of the structure was raised above the original channel gradient. Over the years the resulting pond was filled in by gravel moving downstream. The drop from the crest to the apron created a concentration of energy but there was no provision for dissipating

this energy downstream from the crest, the result being that major flows attacked the bottom and eroded it. Had not a considerable portion of the December 1955 flood by-passed the structure, it is conceivable to me that the weir could have been undermined and destroyed. This could have happened with a drop of 1.5 feet. It has been proposed that the replacement structure be constructed with a section similar to that of the weir extension constructed in 1956. This section has a drop of 3.5 feet with no energy dissipation provision. To use this type of construction would seem to me to be asking for trouble.

The existing channel gradient downstream from the diversion structure is about .006 ft./ft. Using a gradient of about this magnitude on the channel change would permit the construction of a flat slab diversion structure at Station 790 at the elevation of the present channel bottom. No drop would be built into the structure and there would therefore be no concentration of energy. Such a structure was built by the Bureau of Reclamation last year on Bear Creek at Talent as the Phoenix Canal Diversion Dam. The channel gradient at this structure was also about .006 ft./ft. This comes as close to "replacement in kind" as it seems to me to be feasible. A structure of this type is sketched as Fig. 2.

The main problem resulting from this type of structure is the high velocities involved. In the channel change in the 100-foot minimum bottom width section at about Station 782 the velocities will reach 13 f.p.s. for the design discharge. Through the diversion structure the velocity would be about 9 f.p.s., but upstream at the Jackson Street bridge it would be up to 13 f.p.s. again. This velocity is considerably higher than the velocity the bridge was subjected to in 1955, primarily because of the elimination, due to relocation of the diversion dam and construction of the channel change, of constrictions in the existing channel and diversion dam. The channel change banks and the diversion structure may be protected by heavy riprap. Whether the Jackson Street bridge foundations could also be reinforced by the use of heavy riprap, I do not know. The footings on which it rests are on "cemented" gravel at elevation 1,332, except for pier 3 which is at elevation 1,334. The proposed diversion slab would be at elevation 1,334.

The advantages of this type of structure would be the unobstructed fish passage and the potentially smaller structural maintenance cost.

The estimated cost of the structure is $76,000, including riprap throughout the length of the channel change upstream to the Jackson Street bridge, a 6 x 3 box culvert to convey the irrigation flow under the highway with minimum head loss and using the stage recording instrument owned by the District.

As an alternative to the above structure several types of drop structures were investigated with the idea of flattening the channel gradient downstream and raising the crest, thereby lessening the velocities and

the riprap requirements. For the structure shown in Fig. 3, the channel change velocity would be a maximum of 10 f.p.s. and the velocity under the bridge would be 10.7 f.p.s., somewhat higher than that December 1955, which was probably about 7.5 f.p.s. The velocity under the bridge could be reduced more by raising the crest of the drop structure, but I do not believe this is necessary.

It is proposed to construct a stilling basin in conjunction with the drop structure, thus dissipating the energy in the drop without damaging the downstream channel. Getting the migrating fish over this drop structure will require a fish ladder (Fig. 5).

The vertical drop structure (Fig. 3) has the advantage of having been tested, generally, in model studies conducted for the Soil Conservation Service. This structure would cost $59,000, including a light one-foot riprap blanket on the bank downstream throughout the channel change on the highway side and past the motel on the opposite bank, a 48-inch culvert through the highway and using the District's stage recorder.

The Ogee section structure (Fig. 4) was recommended by the Bureau of Reclamation as an alternative to the flat floor structure, but the engineer contacted said he would have difficulty justifying the cost--well over $100,000.

The structure shown in Figure 6 found favor with the Game Commission but not with the other agencies contacted. The Corps of Engineers felt that to be effective the several step basins would have to be of a size that would make the structure uneconomical. In addition, no design data were found on this type of drop and the structure would therefore have to be proportioned with the help of extensive model testing.

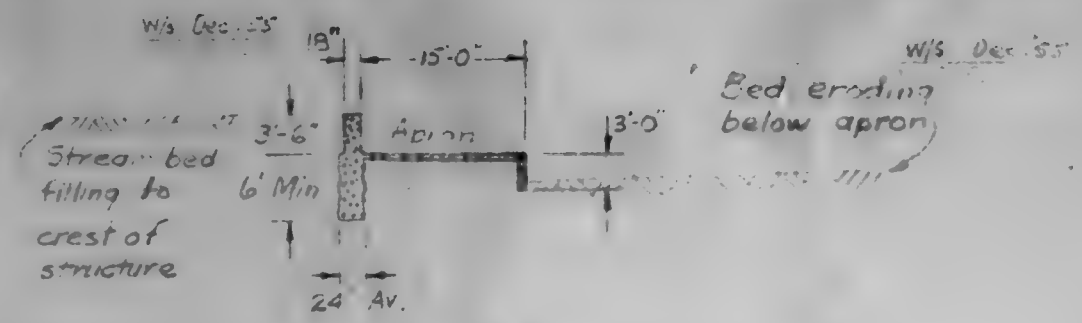
The choice of structure seems to be narrowed down to a flat floor type with high velocities, possible bridge foundation problems, and probable channel maintenance costs, but less potential structural maintenance cost as against a somewhat less expensive drop structure with fish ladder and other structural maintenance expense but with lower channel and bridge velocity and therefore lower channel maintenance cost.

If it were not for the possible damage to the Jackson Street bridge foundations, I would be inclined to favor the flat slab structure. As it is, it appears that the drop structure might be the best solution.

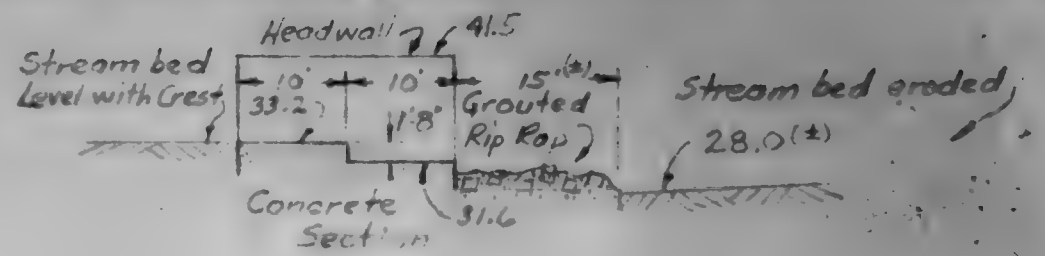
John C. Jenkins

cc: Mr. Tom Edwards
Mr. Ivan Merchant
Mr. Frank Hall

RECEIVED
JUN 29 1960
STATE



SECTION A-A



SECTION B-B

EXISTING BEAR CREEK DIVERSION AND DROP STRUCTURE
STA. 782
TABLE ROCK RD - 12th ST. SECTION
PACIFIC HIGHWAY
JACKSON CO.

June 1960

JCJ

Scale 1"=20'

FLOW
A
A
New Head Gate
Jute
Removed during reconstruction
This section added after Dec. 1955 flood cut channel 55' wide by 9' deep through this area.
B
B
This section existed before Dec. 1955 flood. (Grouted riprap added after flood to fill 7' deep eroded hole.)

Fig. 1

BEAR CREEK DIVERSION STRUCTURE
(WITHOUT DROP)
STA 790
TABLE ROCK ROAD - 12th ST. SECT.
PACIFIC HWY.
JACKSON CO.
JUNE 1960
(Revised 6-20)

JCJ

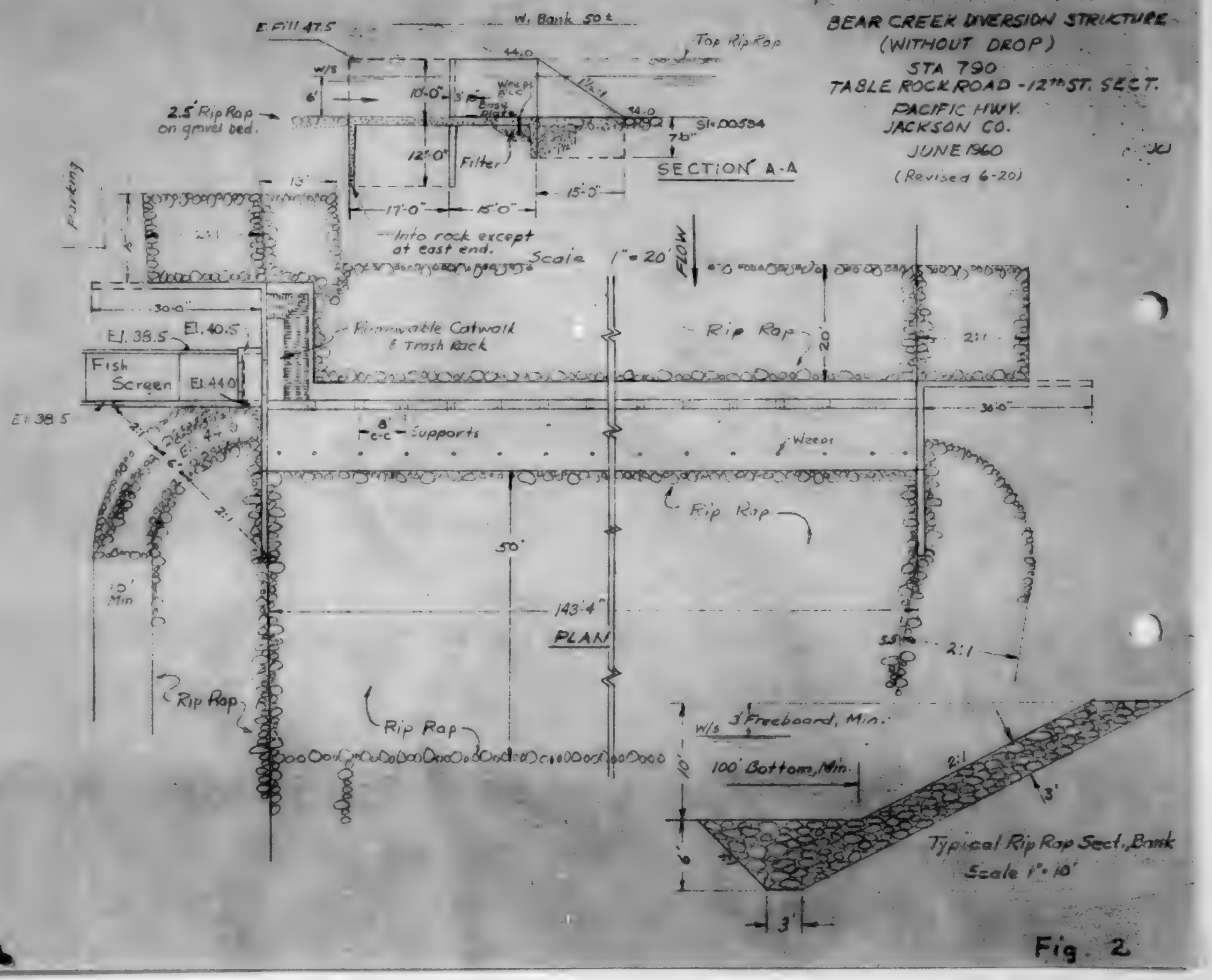
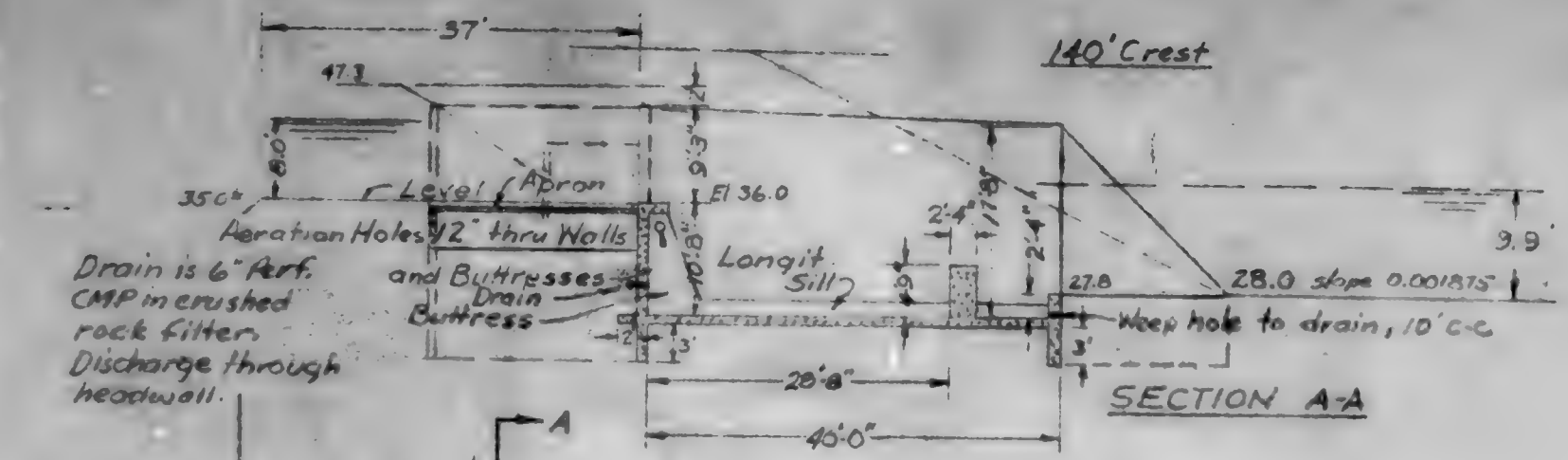


Fig. 2

BEAR CREEK DIVERSION AND DROP STRUCTURE
STA 790
TABLE ROCK ROAD-12TH ST.
SECT.
PACIFIC HIGHWAY
JACKSON CO.
MAY 1960

(Revised 6-20-60)

JCJ



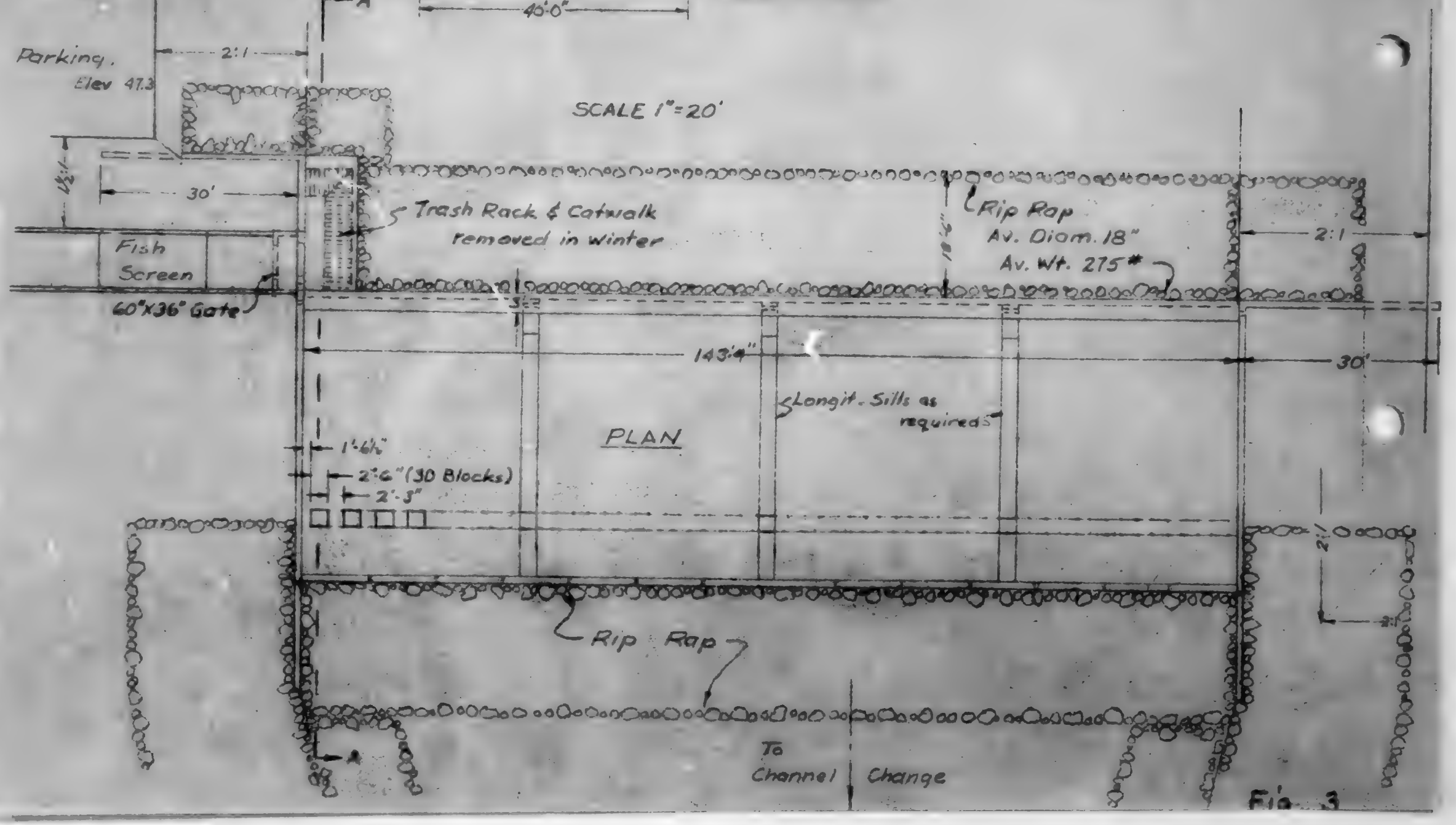
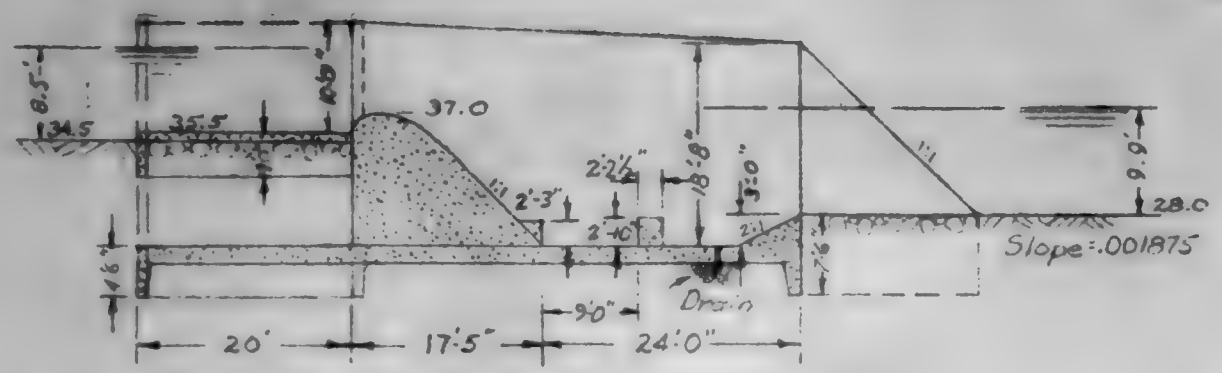
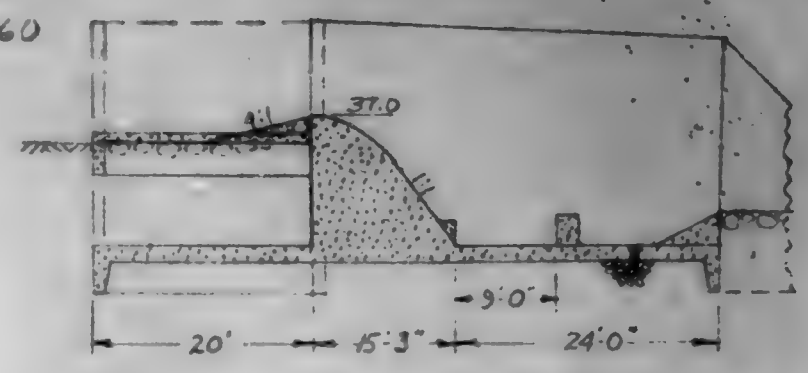


Fig. 3

BEAR CREEK DIVERSION AND DROP STRUCTURE, STA. 790
TABLE ROCK RD - 12th STREET SECT.
PACIFIC HIGHWAY
JACKSON CO.
JUNE 1960



SECTION A-A



ALTERNATE SECTION A-A

Similar except for 4:1 approach to crest, resulting in narrower crest.

Scale 1" = 20'

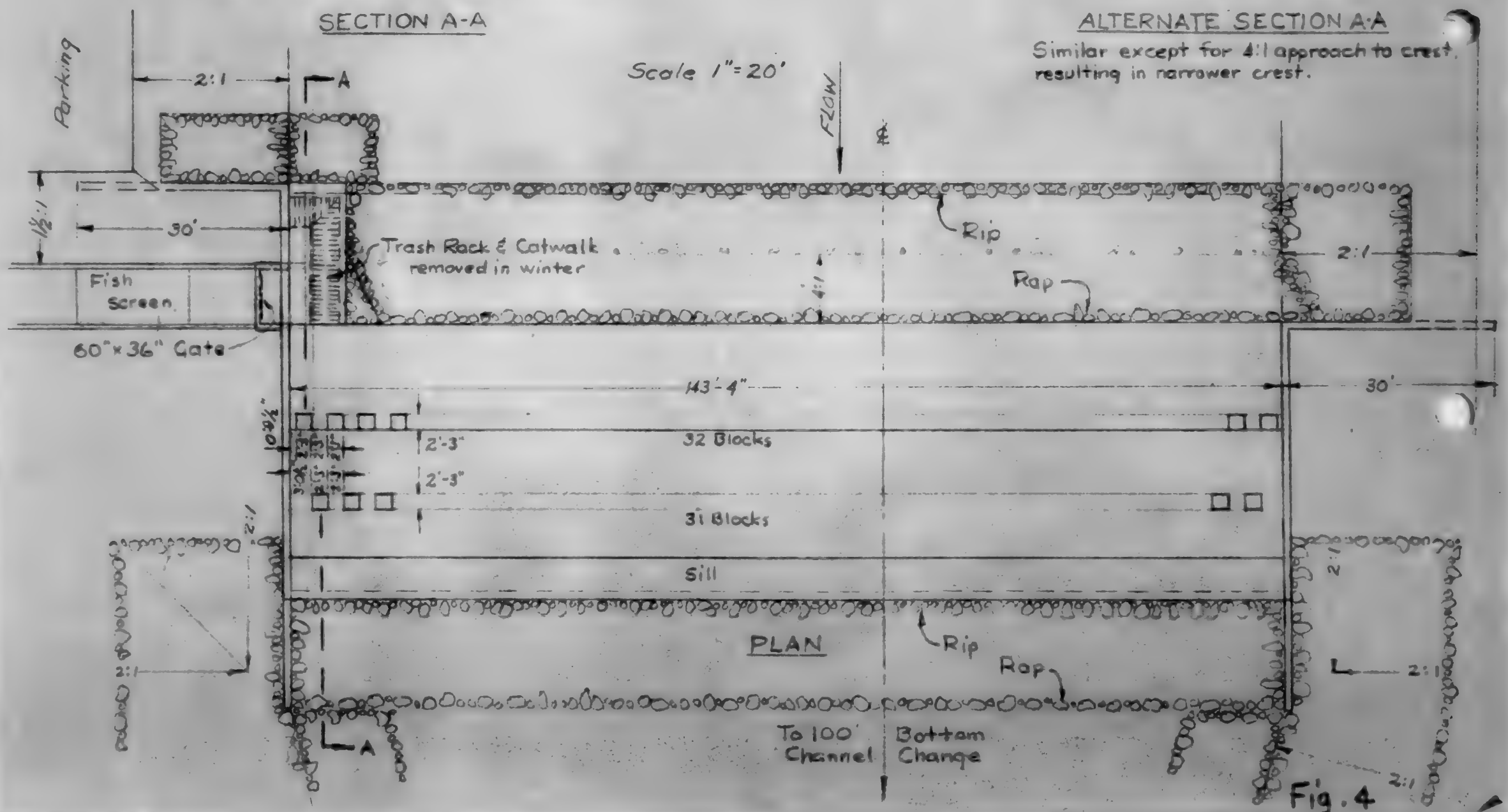
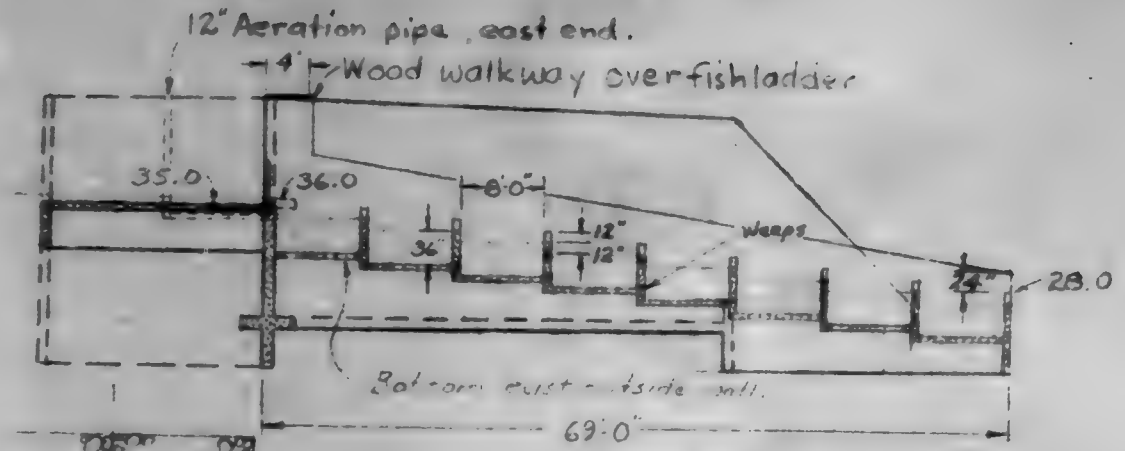


Fig. 4

FISH LADDER FOR BEAR CREEK
DIVERSION AND DROP STRUCTURE
STA 790
TABLE ROCK ROAD-12th ST.
SECT.
PACIFIC HIGHWAY
JACKSON CO.
JUNE 1960

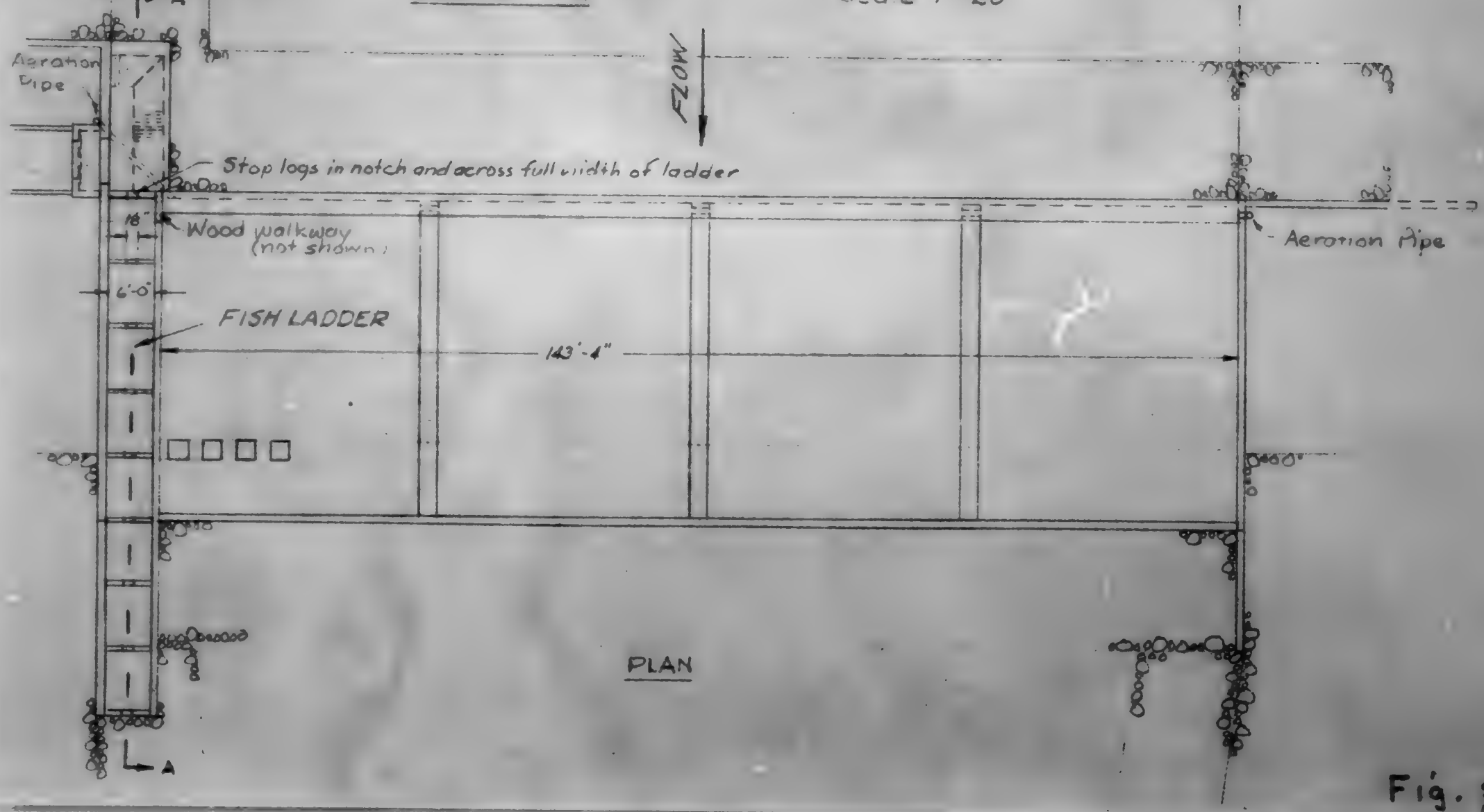
(Revised 6-20)

JCJ



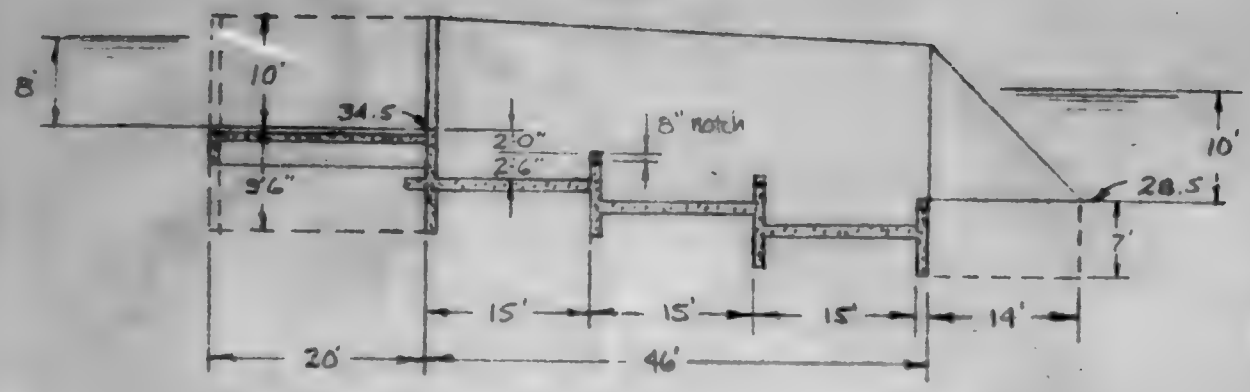
SECTION A-A

Scale 1"=20'



PLAN

Fig. 5



SECTION A-A

BEAR CREEK DIVERSION
AND DROP STRUCTURE
STA 750
TABLE ROCK ROAD-12TH ST.
SECT.
PACIFIC HIGHWAY
JACKSON CO.
JUNE 1960

JCJ

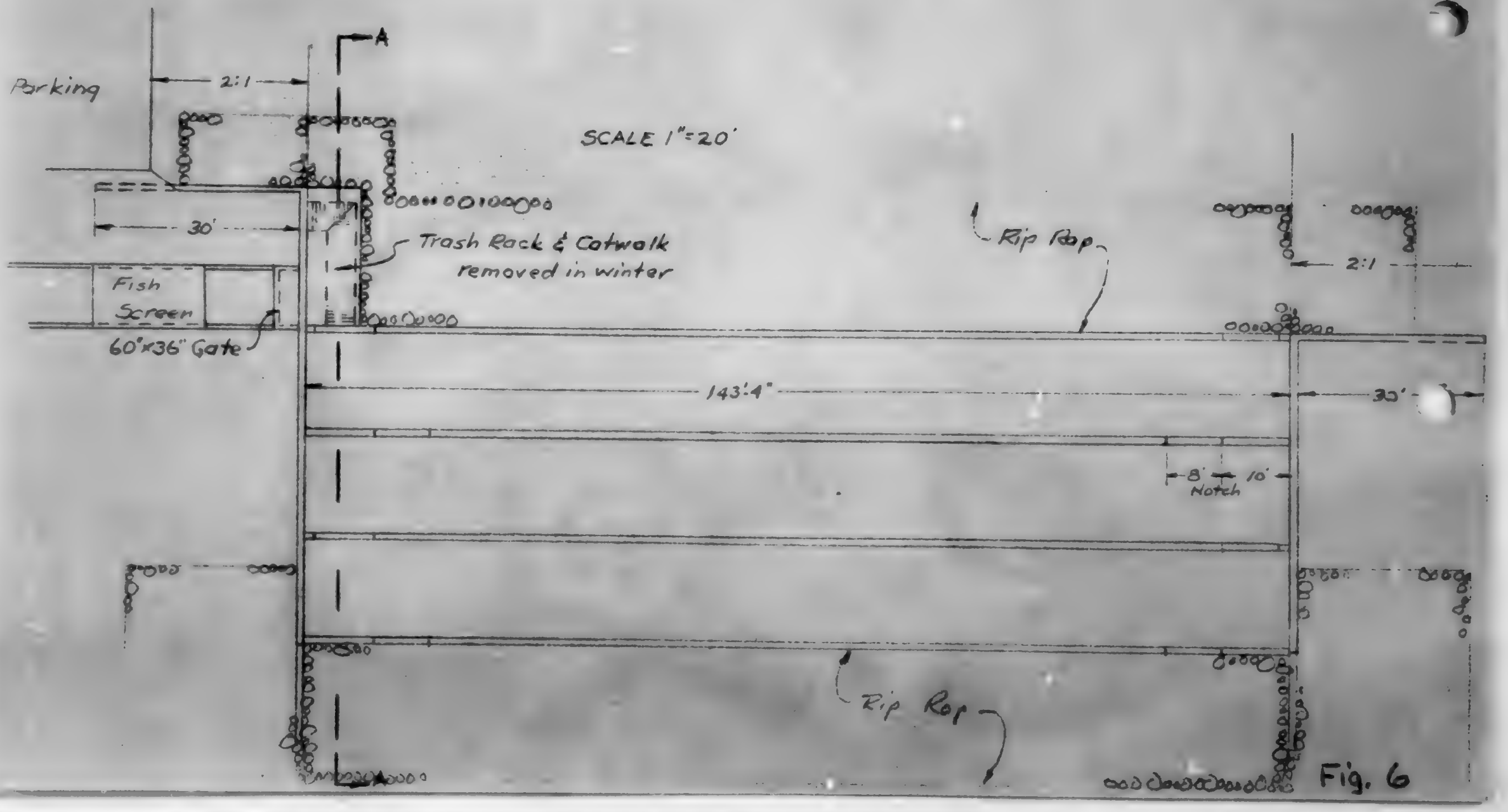
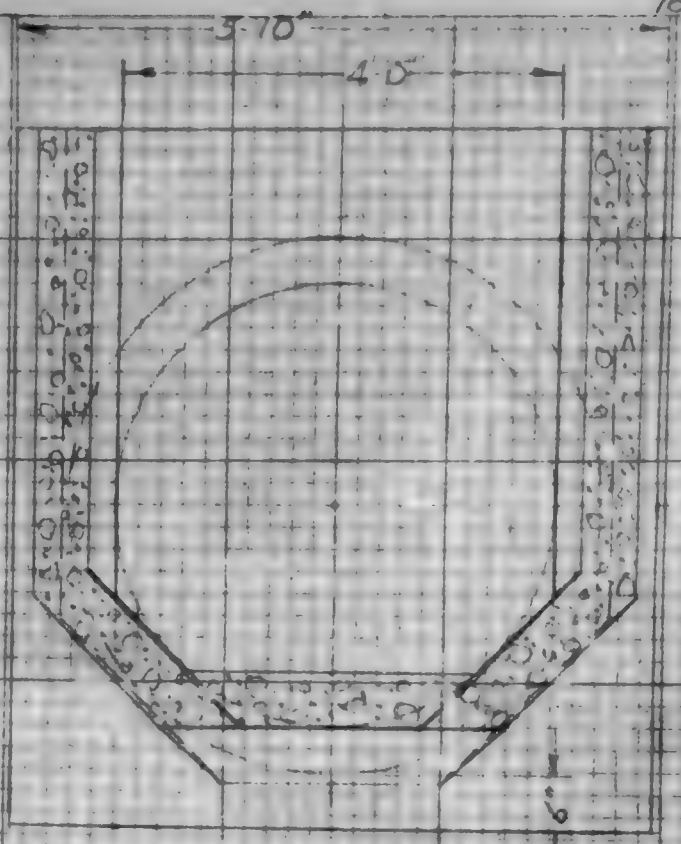


Fig. 6

K&E STANDARD ● CROSS SECTION
10 X 10 TO THE INCH

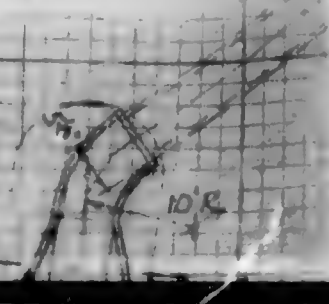
160 140 120 100



SECTION A-A
1" = 2'

SECTION B-B
1" = 2'

Note: Use existing fish screen with return pipe of 4" Transite extended to 25'-0" 15" [illegible] pipe for flume to water level in Bear Creek channel, bottom elev 26.1.



PLAN - Scale 1"=20'

789

790

48" conc. pipe

STREET

80 60 40 20 0 20 40 60 80

KEUFFEL & ESSER CO.
MADE IN U.S.A.

80 100 120 140 160 180 200 220

Yolo River

30°

21.25

25°

Retaining Wall

21.30

Canal Walls

39.50

Parshall Flume Gage House

6'-0" 8'-0" 8'-0"

Dike 1

Top of Fill

2:1

Bear Creek

℄ 790

℄ 788+53.11 PI

KEUFFEL & ESSER CO.

260 280 300 320 340

BEAR CREEK DIVERSION DA
VERTICAL DROP STRUCTURE

6-27-60
Revised:
8-8-60

Bot

290+10.00 BOT

FISH LADDER

Top of Cut Slope

Estimated 50-Year
Water Surface

f Freeboard

b.e
avai

Slope vario

3'

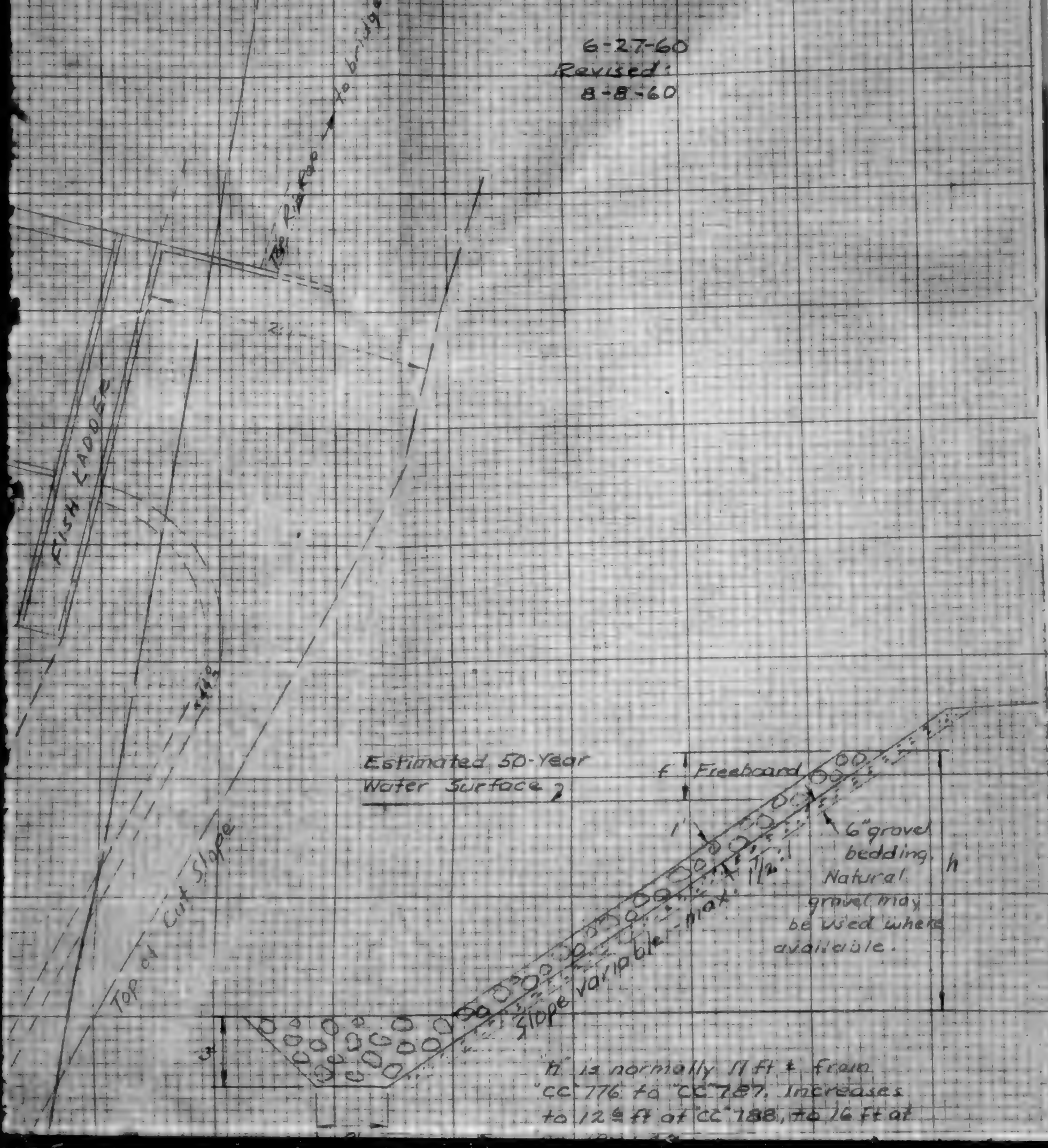
"h" is normally 11 ft ±
"CC" 776 to "CC" 787. Inc
to 12 ± ft of "CC" 788, to
"CC" 789+10.

KEUFFEL & ESSER CO
MADE IN U.S.A.

300 320 340

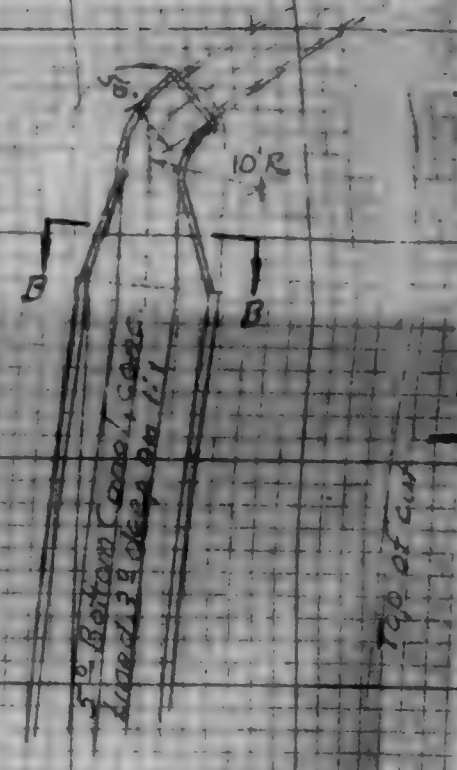
Bear Creek Diversion Dam
Vertical Drop Structure

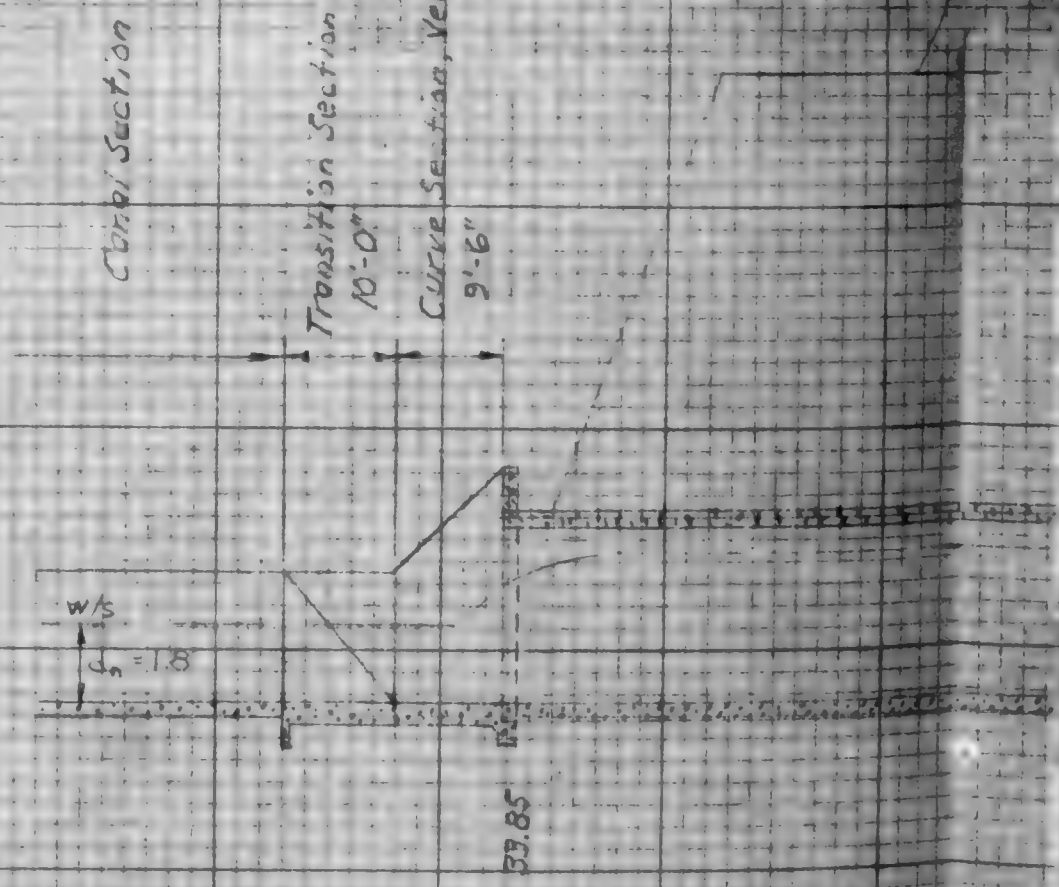
6-27-60
Revised:
8-8-60



"h" is normally 11 Ft ± from "CC" 776 to "CC" 787. Increases to 12½ ft at "CC" 788, to 16 Ft at

pipe for flume to water level in Bear Creek channel, bottom elev 26.1.





Top of Curb

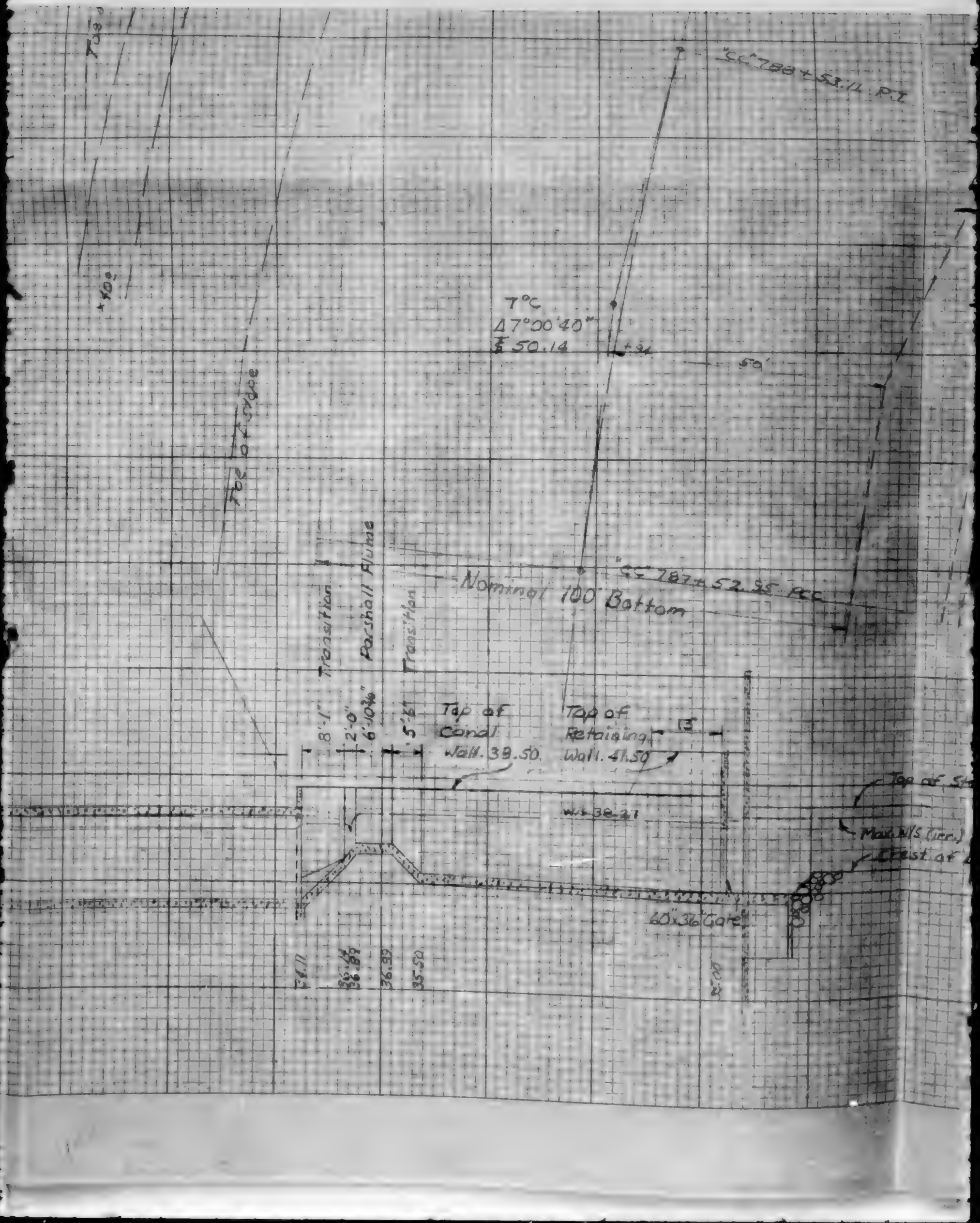
Top of Curb

783

PROFILE Scale 1" = 20' H
1" = 5' V

Flow

18" Cont. Pipe Slope 0.001


7°C
Δ 7°00'40"
℄ 50.14
Nominal 100' Bottom
Transition
Parshall Flume
Transition
8'-1"
2'-0"
6'-10⅜"
5'-6"
Top of Cond. Wall. 39.50
Top of Retaining Wall. 41.50
W.S. 38.21
60"x36" Gate
36.89
36.39
35.52
Fill

10'

Slope

3'

3'

"h" is normally 11 Ft
"cc" 776 to "cc" 787
to 12 Ft of "cc" 788
"cc" 789+40.
"h" is normally 2 Ft
"cc" 776 to "cc" 787
to 2 Ft at "cc" 788
"cc" 789+40.

TYPICAL SECTION of RIPRAP
1" = 5'

1½:1

Riprap

Easement Line

40°

40°

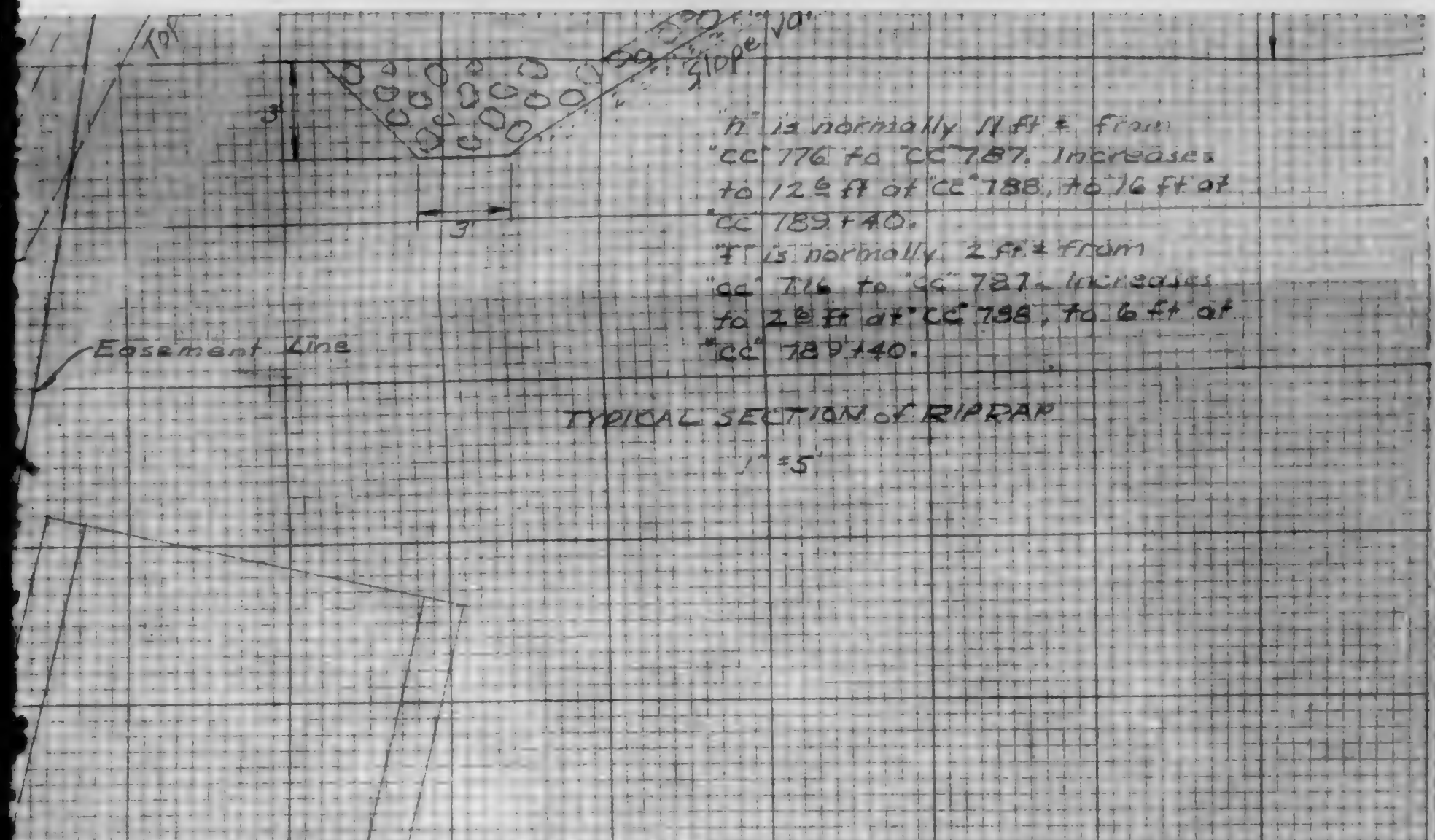
44°

NEW MOTEL
BLDG

Top of Stoplogs 39.0

Max. W/S [Tier.] 38.5

Crest of Dam 38.0



"h" is normally 11 ft ± from "cc" 776 to "cc" 787. Increases to 12½ ft at "cc" 788, to 16 ft at "cc" 789+40.

"t" is normally 2 ft ± from "cc" 776 to "cc" 787. Increases to 2½ ft at "cc" 788, to 6 ft at "cc" 789+40.

TYPICAL SECTION of RIPRAP

1" = 5'

NEW MOTEL BLDG

PROBABLE ELEVATION
LEFT BANK OF CHANNEL CHANCE

Cont.
1030
5'26

00+974

00+082

40

35

30

25

21 22 23 24 25 26 27 28

@ 1.2 = Mt. Andrews Bridge

KEUFFEL & ESSER CO.
MADE IN U.S.A.

782+20

785+00

787+00

Station

Wall

NEW MOTEL UNIT

Computed Channel Drop 5±

CHANGE

Computed W/S Profile. Full Width Channel.
10,300 cfs. n = 0.035 Bottom Slope
5'x6' Structure

BEAR CREEK BOTTOM

SLOPE .00534

SLOPE .00344

SLOPE .001375

29 30 31 32 33 34 35 36 37

CHANNEL STATIONING.
PRESENT ALIGNMENT

K&E STANDARD ● CROSS SECTION
10 X 10 TO THE INCH

790+00

Proposed Weir

792+25

Jackson St. Bridge

793+00

797+00

BEAR CREEK PROFILE
TABLE ROCK ROAD - 12th STR
SECTION
PACIFIC HIGHWAY
June 1966

ERVICE

nputed w/s Profile, Full Width
nannel, 0.CC1315 Bottom 12.30
rop Structure

30/375

37 38 39 40 41 42 43 44 45

SECTION

KEUFFEL & ESSER CO.
MADE IN U.S.A.

BEAR CREEK PROFILE
TABLE ROCK ROAD - 12th STREET
SECTION
PACIFIC HIGHWAY
June 1960

787+00

800+00

45

40

35

30

25

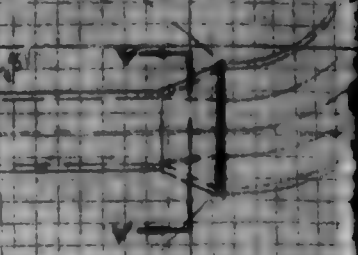
41 42 43 44 45 46 47 48

KEUFFEL & ESSER CO.
MADE IN U.S.A.

SECTION A-A

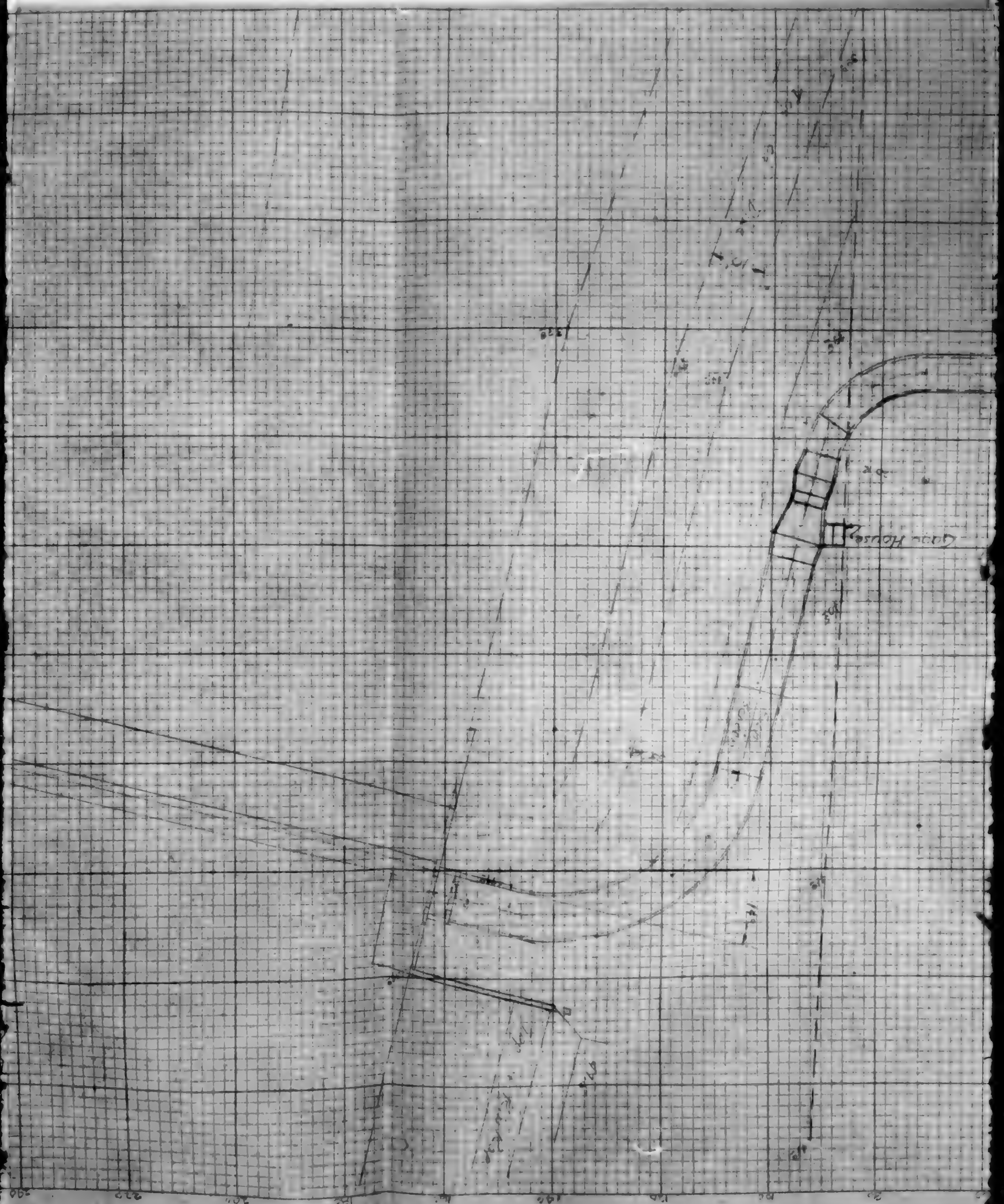
1" = 10'

K+E STANDARD ● CROSS SECTION
10×10 20 THE INCH



Manifold
to end of
ox culvert

KEUFFEL & ESSER CO.
MADE IN U.S.A.



K&E STANDARD CROSS SECTION
10 X 10 TO THE INCH

BEAR CREEK WATERSHED

SLAB STRUCTURE

6-23-65

KEUFFEL & ESSER CO.
MADE IN U.S.A.

Bear Creek Diversion Dam
Slab Structure
6-27-66

KEUFFEL & ESSER CO.
MADE IN U.S.A.

50

45

40

35

30

25

W.S.

1.5

Slope 0.001

PLAN Scale 1"=20'

PROFILE Scales 1"=5' V.
1"=20' H.

Cmb Box Culv. Slope 0.03%
789+07.5

Retaining wall on near bank.

12" Parshall Flume 6" Throat

25

Fish Screen

60°

60" x 36" Gate

0.5

1'-0"

4'-0"

1'-0"

42"

24.72

24.85

24.97

25.07

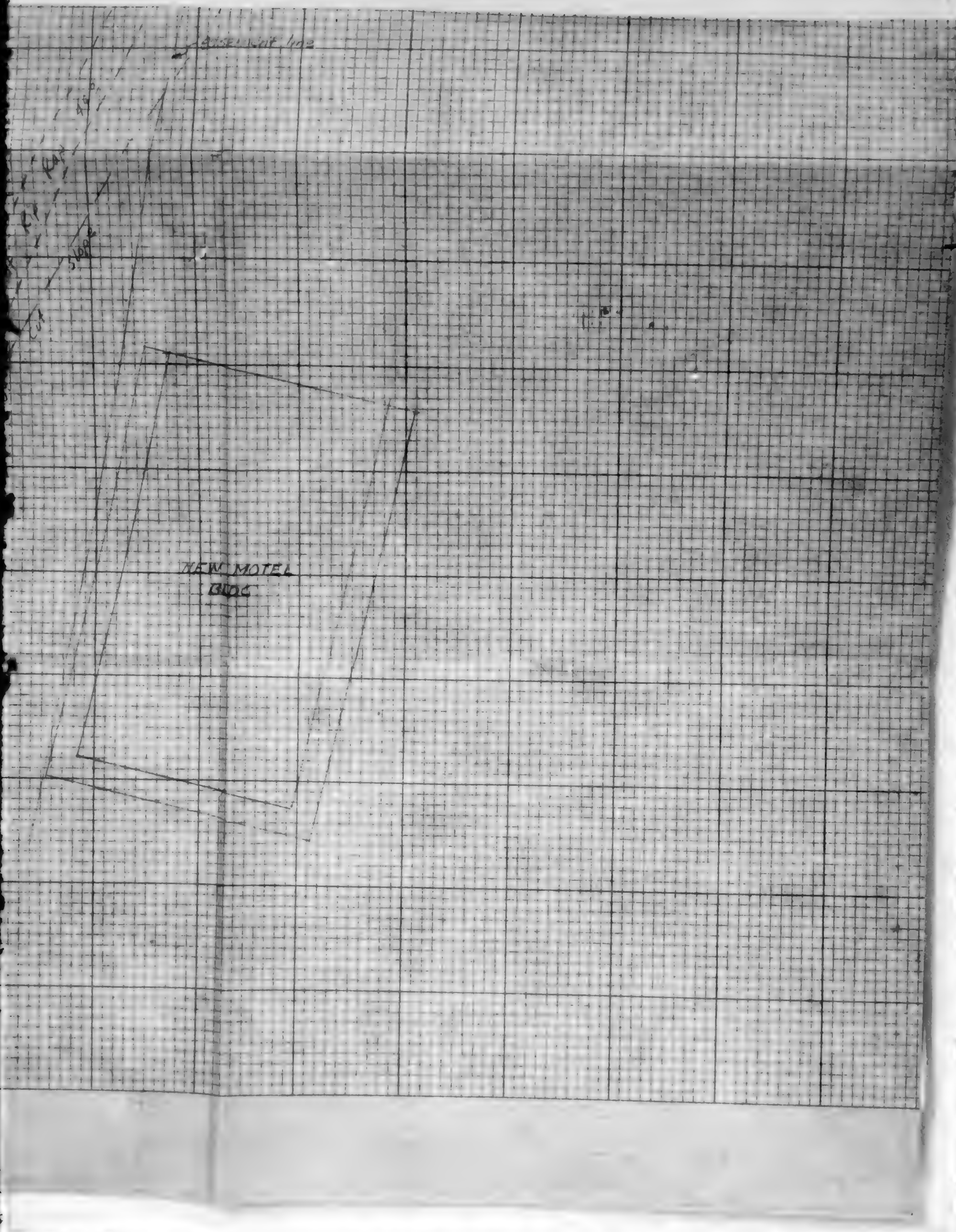
24.57

24.73

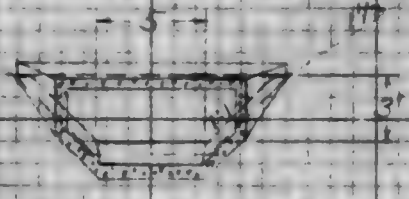
NEW MOTEL
BLDG

37.5
WS

0.5' Freeboard


NEW MOTEL
BLDG

K&E STANDARD ● CROSS SECTION



Section A-A
1" = 10'

Trav

RW

KEUFFEL & ESSER CO.
MADE IN U.S.A.

K&E STANDARD CROSS SECTION
10X10 TO THE INCH

KEUFFEL & ESSER CO
MADE IN U.S.A.

260 280 300 320 340

Flow

Bed

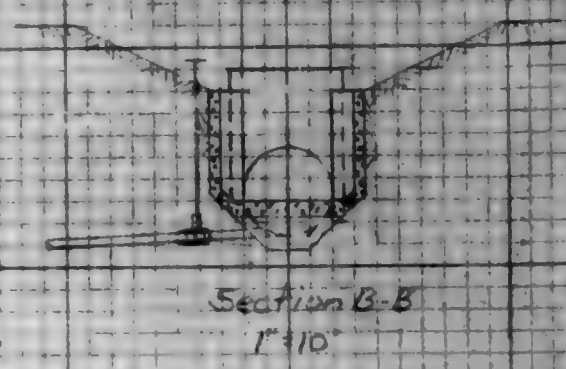
BEAR CREEK DIVERSION DAM
VERTICAL DROP STRUCTURE

6-27-60

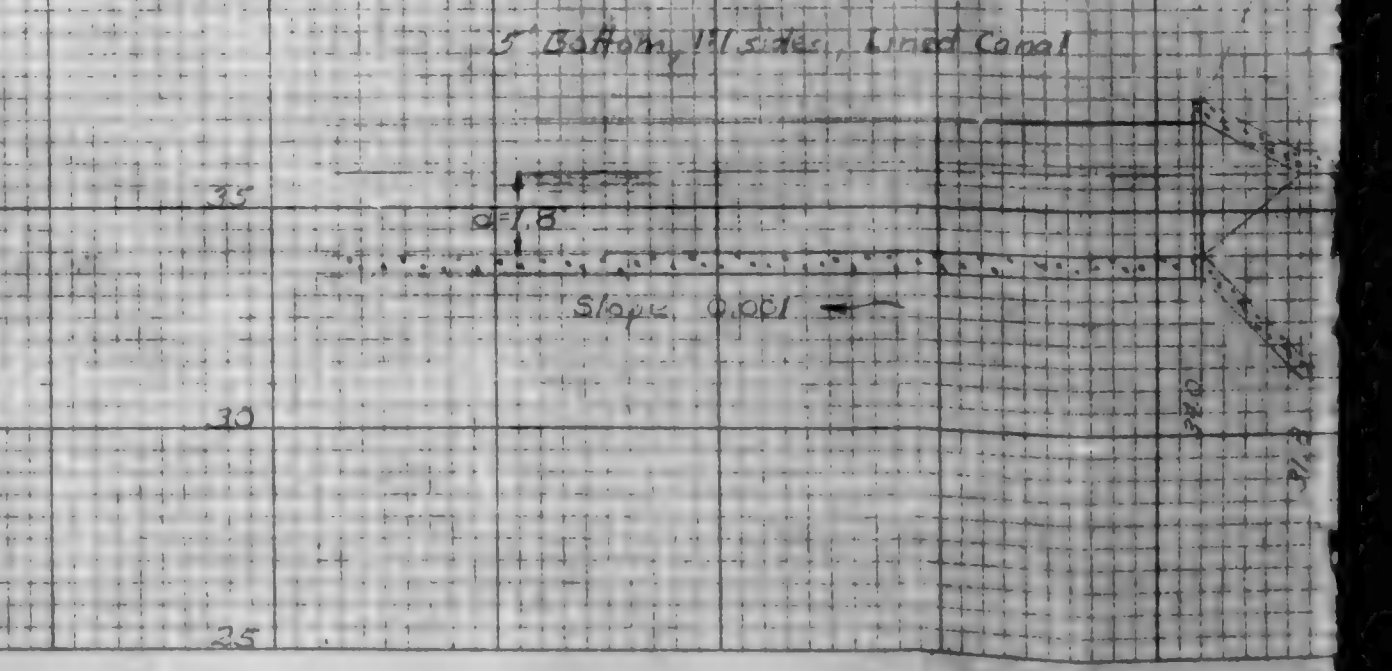
KEUFFEL & ESSER CO
MADE IN U.S.A.

BEAR CREEK DIVERSION DAM
VERTICAL DROP STRUCTURE

6-27-60



Section B-B
1" = 10'



El. 1

Scale 1"=20'

188

PROFILE - Scales 1"=20' H
1"=5' V

48" Conc. Pipe

S/o -2.00%

188+34

Parshall
Flume
6' throat

Fish
Screen

18

16'

21'

W.S.

Fingerling
Return Line

6" Drain Line

Spillway

W.S. for Irrigation 10 aft

Top of Shaplogs

0.5' Freeboard

Crest of Dam

Rip Rap

Easement Line

NEW MOTEL
BLDG.

RECEIVED
JUN 13 1960
FOR FILING
1-5-1 (23) 28
5821

June 9, 1960

Medford Corporation
Medford
Oregon

Attention: Mr. Nutting
General Manager

Gentlemen:

In accordance with our telephone conversation today, I am proceeding with the design of structures carrying your railroad over the interstate highway at the interchange with the Crater Lake Highway in accordance with my letter to you dated February 18, 1960. In that letter we set up a grade of 0.7 per cent for loaded trains westbound, and in our telephone conversation today we tentatively set a maximum of 1.5 per cent for trains eastbound.

We will proceed with the designs and submit to you the preliminary layout and dimensions prior to completing the design.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
FEB 19 1960
FOR FILING

February 18, 1960

Medford Corporation
Medford
Oregon

Attention: Mr. Hutting
General Manager

Gentlemen:

At our conference in Medford Tuesday, February 16, concerning the relocation of your logging road at the Interstate Highway interchange with the Crater Lake Highway, the following points were discussed and, I believe, tentative agreement reached:

1. Since you now have a ruling grade of 0.7 percent for your loaded trains westbound, you do not believe you could accept anything steeper at the interchange as this would limit the size of train which you could pull over the interchange.

2. You expect to reach a decision by July or August as to whether your logging railroad will be converted to truck operation. In case this conversion is made, you could negotiate a two percent ascending grade for westbound traffic and a four-percent grade for eastbound traffic. The truck road would be a single-lane facility with turnouts, and at each end of the structures you would require turnouts with a 30-foot total width, 200 feet long at the east side of the structures for westbound traffic and 100 feet long on the west side for eastbound traffic. These turnouts should be on approximately a level grade.

3. If rail operation is to continue, structures must be designed for E-60 loading. A width of 17 feet between curbs or guardrails will be necessary. If the conversion to truck operation is to take place prior to construction of the new alignment, structures can be designed for single-lane truck loading based upon a vehicle 51 feet in over-all axle spacing with tandem axles 31 feet over-all spacing, tandem axles loaded to 50,000 pounds each and 14,000 pounds on the steering axle, making a total load of 114,000 pounds.

Very truly yours,

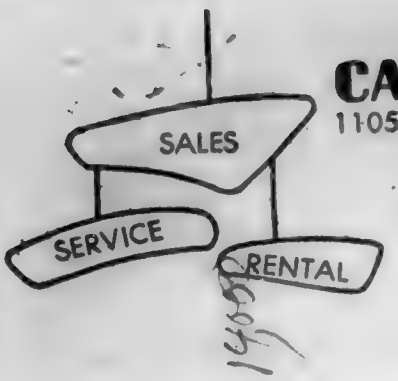
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ga

cc Mr. W. C. Williams
Mr. Ivan D. Merchant - Mr. Tom Edwards - Mr. Frank Morgan



CAL-ORE MACHINERY CO.

1105 COURT ST. MEDFORD, OREGON

Phone SPring 3-4507

Construction, Logging, Mill & Mining Supplies & Equipment

SEE *Cal-Ore* FIRST

50,000 30,000

00 31 51

Used vehicle

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JUN - 6 1960
FOR FILING

1-5-1 (23) 1.7
5831

June 3, 1960

1.19

Mr. Robert R. Dickey
Attorney at Law
Post Office Box 521
Medford, Oregon

Dear Sir:

In reply to your letter of May 27, I am sending, under separate cover, a copy of our latest proposal for the Crater Lake Interchange on the Seven Oaks-Ashland Section of the Pacific Highway.

This plan has not been approved by all interested parties and is subject to change.

Very truly yours,

W. C. Williams
State Highway Engineer

DNS:jp mc

cc Mr. Forrest Cooper
Mr. Tom Edwards

PLEASE RETU
FORREST COOPE

ROBERT R. DICKEY
ATTORNEY AT LAW
129 NORTH OAKDALE
POST OFFICE BOX 521
MEDFORD, OREGON
SPRING 3-3659

ASSOCIATE
L. L. SAWYER

REFERRED TO
COOPER
By State Highway Engineer

May 27, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

RE: Seven Oaks - Ashland Section
Pacific Highway, Jackson
County Oregon, Crater Lake
Interchange

Dear Sir:

On January 20, 1960, you sent me a drawing of the proposed relocation of the road. I understand that there is a more recent proposal, and I would very much appreciate your forwarding me a sketch of this at your early convenience.

Yours very truly,

Robert R. Dickey

Robert R. Dickey

RRD:mr

RECEIVED
JUN
Dept. of
State Highway

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MAY 31 1960

East Chester Lots Alley

20:1

PRELIMINARY COPY
SUBJECT TO CHANGE

HILTON ROAD

6°C

5

"BR" Line
55' R
55' R
55' R
60'
36'
24
36°C
Pond

PRELIMINARY COPY
SUBJECT TO CHANGE

SEVEN OAKS - ASHLAND SECT.

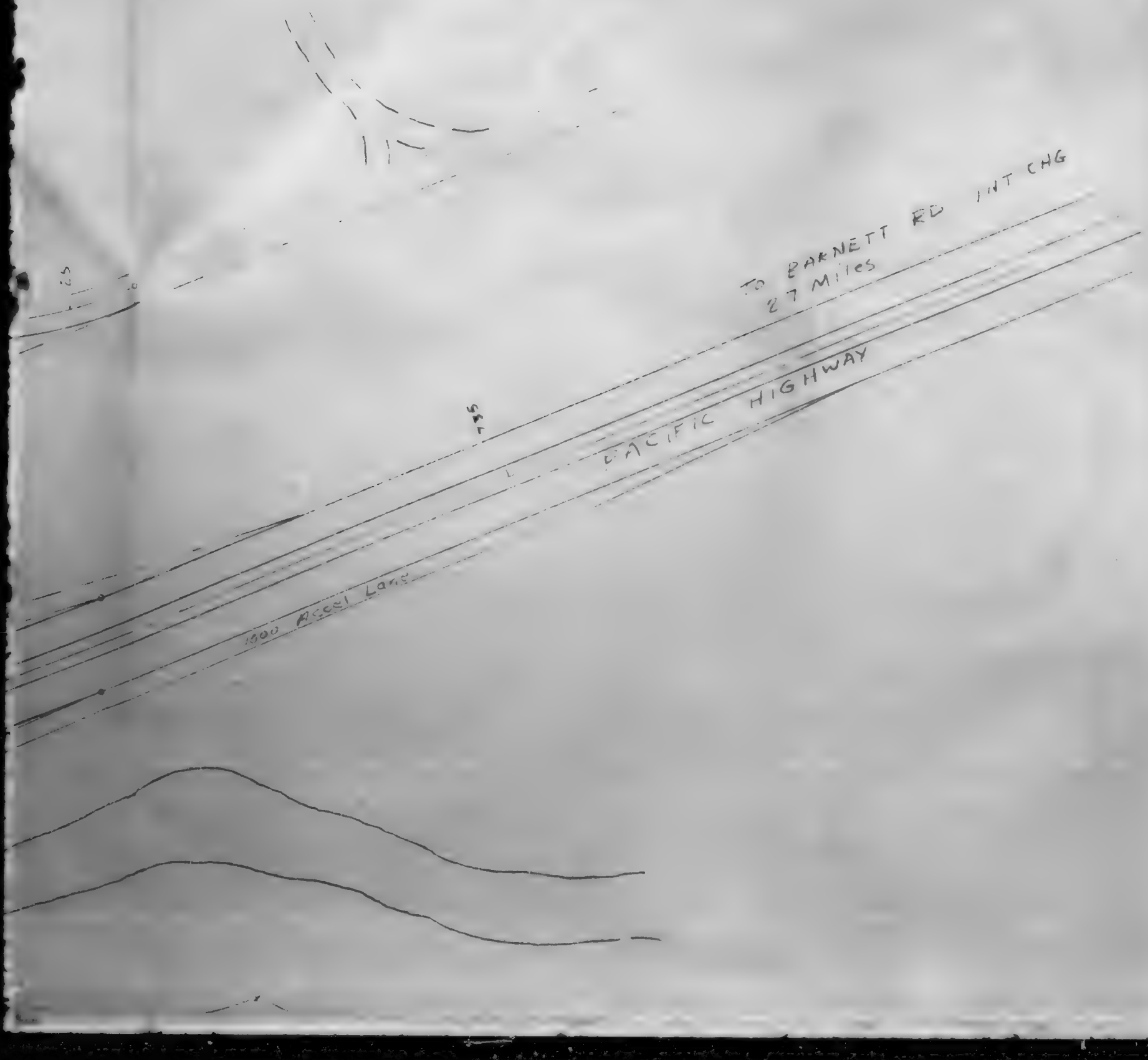
PACIFIC HWY JACKSON CO.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

Standard Interchange Layout Sheet

SEVEN OAKS - ASHLAND SECT. PACIFIC HWY JACKSON CO				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet



HILL

RIDDLE RD

6°C

5

200' SP

TO CENTRAL POINT INT'CHG.
2.47 MILES

400' SP

7.10

10

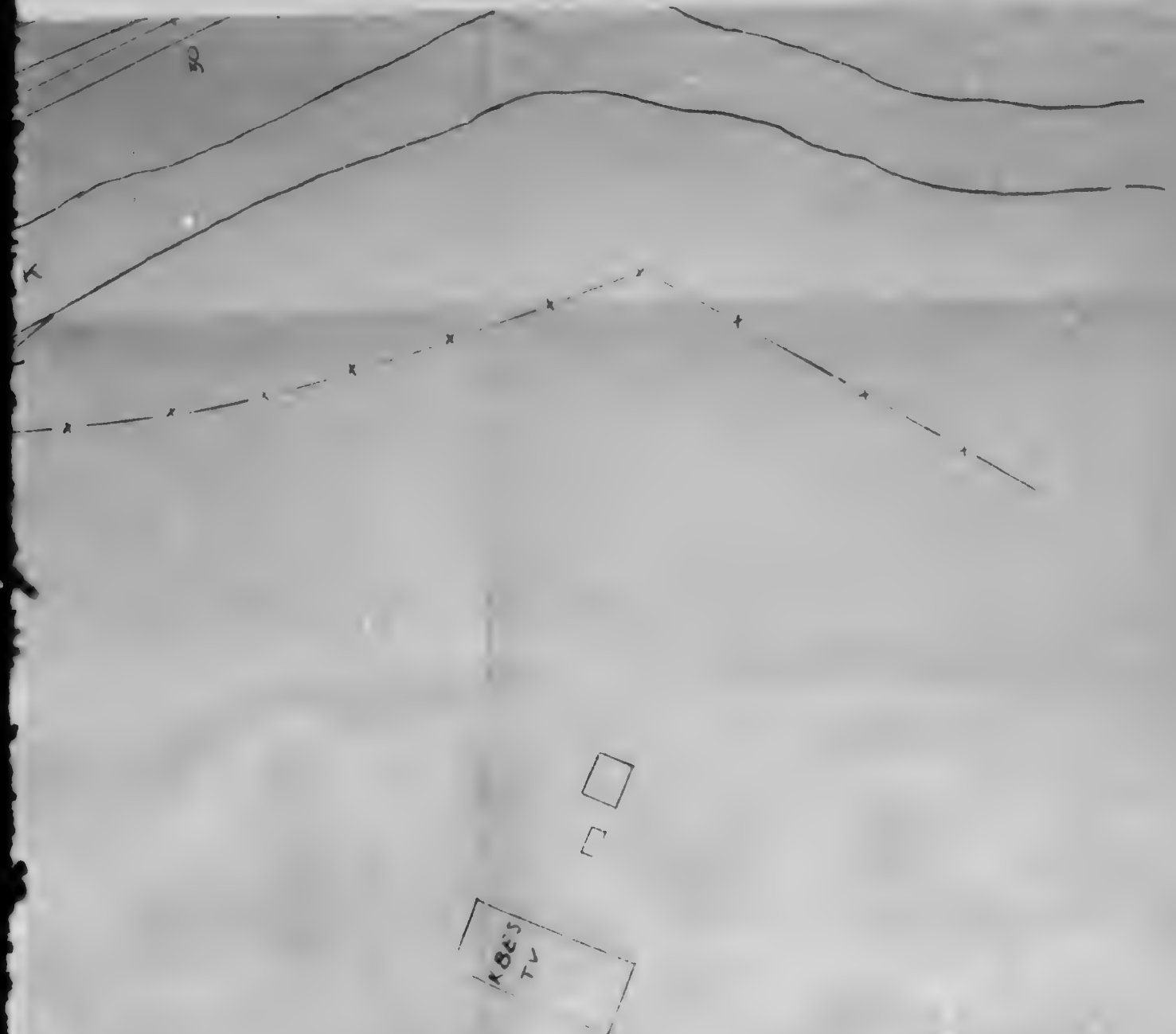
12°C

6610' SP

Proposed
"C" Line
Proposed R.R. Revision
PRELIMINARY COPY
SUBJECT TO CHANGE

BEAR CREEK

PRELIMINARY COPY
SUBJECT TO CHANGE



MINARY COPY
GT TO CHANGE

SCALE: 1" = 100'

DATE	REVISION	BY

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST

SCALE: 1" = 100'

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST

REVISION	BY

FORM E-123-X1 7gM 1-60

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-5-1 (22) 28

4931

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 26, 1960

Rogue River Valley Irrigation District
3139 Merriman Road
Medford, Oregon

ATTENTION: Mr. Harold Sexton

Bear Creek Diversion Weir
Relocation
Table Rock Road-Jackson Street
Section
Pacific Highway
Jackson County

Gentlemen:

As requested in your letter of April 6, 1960, we will relocate both the fish screen and the measuring device in connection with the relocation of your diversion weir on Bear Creek. The screen and Parshall Flume measuring weir will be located in the area between the outlet works of the diversion weir and the inlet of the pipe under the freeway.

We expect to have a preliminary design on this project within about three weeks and will obtain your approval of it before completing the design.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. N. Young

L. N. Young
Assistant Construction Engineer

CHB:fp

cc Forrest Cooper
Ivan D. Merchant
F. D. Morgan

RECEIVED

ROGUE RIVER VALLEY IRRIGATION DISTRICT

[illegible]
[illegible], Oregon

[illegible] Bear Creek
Diversion Weir,
Jackson Street Site

Attention: Curtis Baker

Gentlemen:

The District's Board of Directors has requested that in your design of the relocation of the District's Bear Creek Diversion Weir a fish screen and a 6 foot Parshall Flume be included just below the headworks.

For your information the following is why a new fish screen will be required.

1. Upon the completion of the new highway the operational aspects of the bypass line at the present site would be unsatisfactory.
2. Failure to have the fish screen near the headworks would materially increase the cleaning and servicing costs both for the Oregon State Game Commission and the Irrigation District.
3. Canal operation would be hindered by not having the fish screen near the headworks.

CONSTRUCTION DIVISION
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In regard to the Parshall Flume, failure to provide an adequate measuring section near the headworks (or diversion point) would be contrary to sound practice. Too, canal regulation and discharge determination would be difficult and more costly.

The District has reviewed the fish screen problem with the local fish screen representatives of the Oregon State Game Commission and the measuring section with the local State Engineer representative and has their concurrence.

Sincerely yours,

Harold W. Sexton
Secretary-Manager

HWS:lb
cc: Oregon State Game Commission, Fish Screen Plant, Central Point
Watermaster, Jackson County Courthouse, Medford, Oregon

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Salem, Oregon
April 7, 1960

Crater Lake Interchange

Mr. Tom Edwards
Construction Engineer
O F F I C E

I have your letter of April 5 in which you refer to the Crater Lake Interchange and more particularly to Mr. Polk's letter of March 28.

I am a bit confused, as I see no appreciable difference in the two plans that you sent me except for a revision of Biddle Road in the vicinity of the Cullen Equipment Company.

I am returning the entire file and suggest that, at your convenience, you give me a "by-hand" briefing so that I may understand what gives.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON
FOR FILING
1-5-1(22)28
6421

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

408 State Highway Building
Salem, Oregon

March 28, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Ore. I-5-1(--)11
Crater Lake Interchange

Dear Sir:

The design of the Crater Lake Interchange has long been a point of controversy between this office and the State Highway Department.

An interchange plan that was acceptable to all parties was approved on November 20, 1959. Your major objection to the approved design was the limits of Interstate participation along the Crater Lake Highway. Further investigation by your design office revealed that a savings in both Interstate and State funds may be realized by taking Crater Lake Highway over the Interstate Highway.

A capacity analysis reveals that the presently proposed design is more than adequate for the predicted 1975 traffic. We have objected to the proposed deceleration taper shown on the Bear Creek structure on the Crater Lake Highway. The 1975 PM peak hour traffic indicates that eight hundred and sixty vehicles will be using the east bound traffic lanes of Crater Lake Highway. One hundred of these eight hundred and sixty vehicles will be turning into the south bound on-ramp leading to the Interstate Highway. Three hundred of these eight hundred and sixth vehicles are preparing to turn into the north bound loop, therefore almost half of the east bound traffic stream is preparing to turn at this interchange. There is sufficient capacity on Crater Lake Highway for all vehicles going beyond this interchange to use the inside traffic lane. Based on these reasons, we believe that the additional cost incurred by tapering the Bear Creek structure is unwarrented.

Mr. Tom Edwards of the Construction Department has indicated that the city of Medford would like to have the North bound off-ramp terminate on Biddle road rather than Crater Lake Highway. They would like to have a north bound on-ramp leave Biddle road, north of Crater Lake Highway, and then merge with the freeway in the vicinity of the railroad overcrossing. The basic reason that the city wanted these

NOTED
FORREST COOPER

changes was to eliminate a difficult maneuver for trucks bound to and from Biddle road. The proposed plan indicates that there will be seventeen hundred and twenty five vehicles a day use this north bound off-ramp. We do not believe it to be good design practice to require the vast majority of this traffic to make two stops, instead of the one that would be required with the present design. The City's proposal would favor the few vehicles destined for the truck terminal on Biddle road, but others destined for the Mill area west of U.S. 99 would be penalized. We do not believe that the traffic coming from Biddle road destined for the Interstate north bound is sufficiently inconvenienced to warrent the additional north bound connection. This north bound connection would require that the railroad overcrossing structure be lengthened and it is possible the acceleration lane would extend onto the Bear Creek structure where Bear Creek crosses underneath the freeway.

We recommend, as in our letter of March 15th, that the presently proposed design be modified to eliminate the taper from the Bear Creek structure on Crater Lake Highway, and we are not in accord with the city's proposal to bring ramps into Biddle road.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 2 1960
FOR FILING
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5 1 31

February 2, 1960

Mr. Robert A. Duff
City Manager
City Hall
Medford, Oregon

Dear Sir:

Since receipt of your letter of December 15 a great deal of study has been given to the points brought out in your letter concerning the Barnett Road and Crater Lake Road interchanges.

With respect to Barnett Road, I wish to advise that this design has received serious study and that we believe our present design to be adequate. Traffic congestion on Barnett Road, we believe, is held to a minimum, since no left turns are necessary for Barnett Road traffic to enter the freeway. This is an extremely pertinent point. Your most serious objection was that freeway traffic northbound turning west into the city must stop and turn left when entering Barnett Road. In the many installations that have been made from the freeways to connecting streets, traffic experts are agreed that the proper procedure is to bring existing freeway traffic under control as quickly as possible. We believe the current plan does this. Further, the current design is ample in capacity to handle any traffic volumes anticipated to the year 1975.

Your letter submitted a sketch of proposed alterations, which is in effect nearly a full cloverleaf. Generally, such designs are considered inefficient, since they create extra travel distance. Installations of this type are extremely costly. Design criteria will not permit cloverleaf installation without the use of collector-distributor roads to eliminate weaving of traffic on the main facility. We do have an alternate plan which we studied for this point. It eliminates the cross-traffic movement but increases travel distance. We do not believe it as efficient as the one which we now propose. We attach it for your information.

With respect to the objections to the Crater Lake Interchange, we will discuss the points individually:

1. We believe your point to be well taken. We shall revise the design to include a taper and a 100-foot radius from the Crater Lake Highway to the southbound freeway ramp.

2. When the traffic reaches the design volumes shown, it must be conceded that there will be need for traffic controls on the Crater Lake Highway. This intersection has ample capacity under traffic control.

3. The same condition prevails with respect to this movement.

4. This must fall within the same classification; namely, that under traffic control the intersection as designed will provide ample capacity for any bulk of anticipated moves.

5. This point, we believe, to be well taken. We are currently studying a plan which will remove the Biddle Road Interchange further to the east and permit design for a movement to Biddle Road southbound without entering the Crater Lake Highway.

6. We have discussed this point with our traffic engineers. National development of traffic counts and projected volumes are based on the facts that (a) truck terminals, even in multitude, develop great movement of tonnage but not of vehicles, and (b) the bulk of traffic to and from shopping centers is much more apt to be over arterials to and from residential areas rather than over the freeways.

7. As previously stated under Point 5, we are redesigning the Biddle Road intersection to minimize this objection.

8. The same redesign as mentioned in Points 5 and 7 will ease this situation.

With respect to the increase of traffic either by the "Winnemucca to The Sea" routing or the revision of the Klamath Falls-Lakeview Highway, present counts and projections indicate that these combined volumes will be a very small percentage of the Crater Lake Highway traffic.

With respect to the McAndrews Road crossing, our design people are at present preparing patterns which we will submit to you shortly.

In closing, I must say that the limitation of funds and the current application by the Bureau of Public Roads of the limits within

which interstate funds can be spent are causing us great concern in preparing designs which we believe are in accordance with good practice and the needs of the Medford community. Very shortly, our design people will contact you personally with alternate possibilities for your consideration.

Very truly yours,

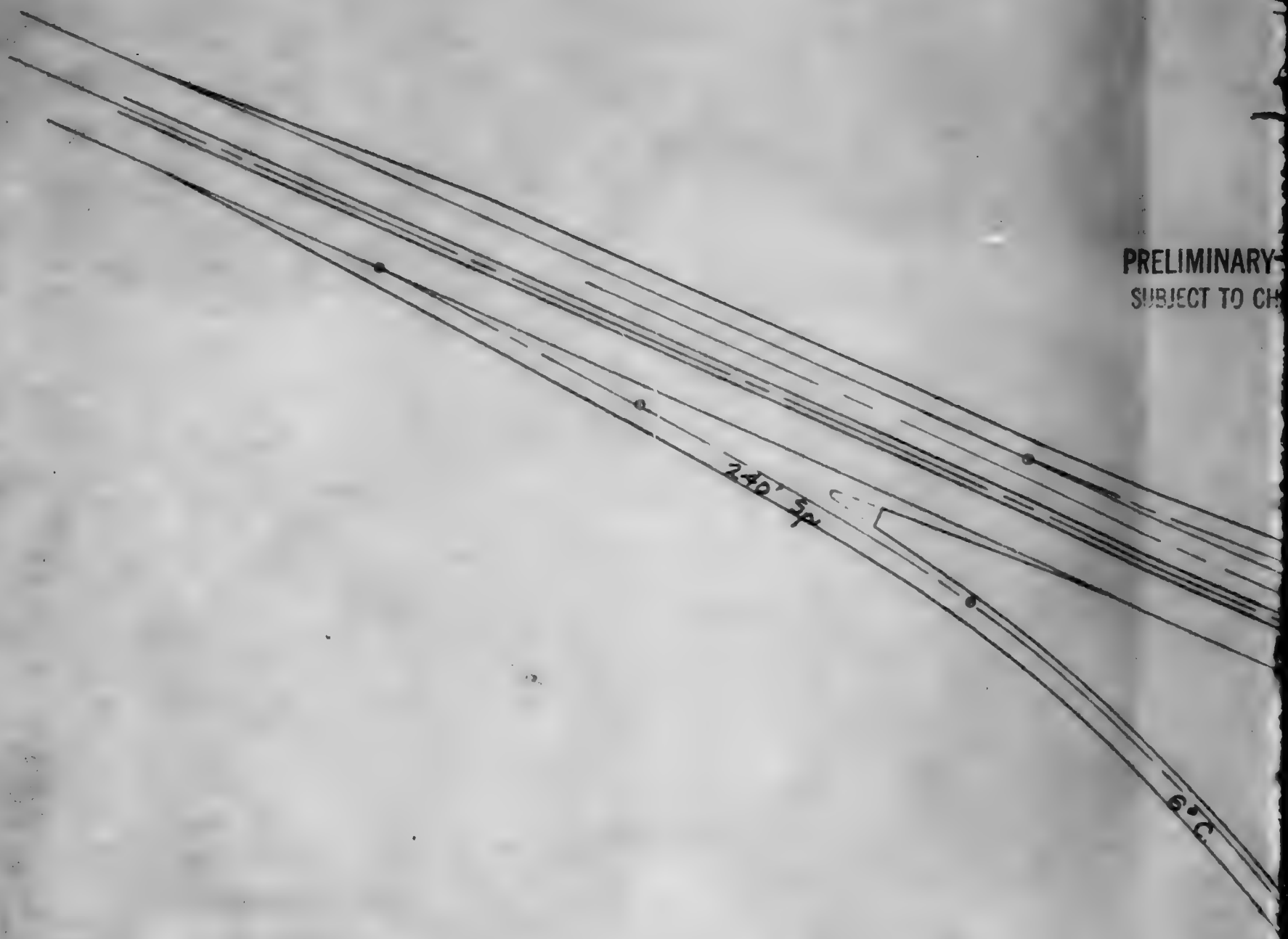
W. C. Williams
State Highway Engineer

Enclosure

cc to: Honorable Earl M. Miller
County Judge
Jackson County Court
Medford, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards

TE:jw ae fn ae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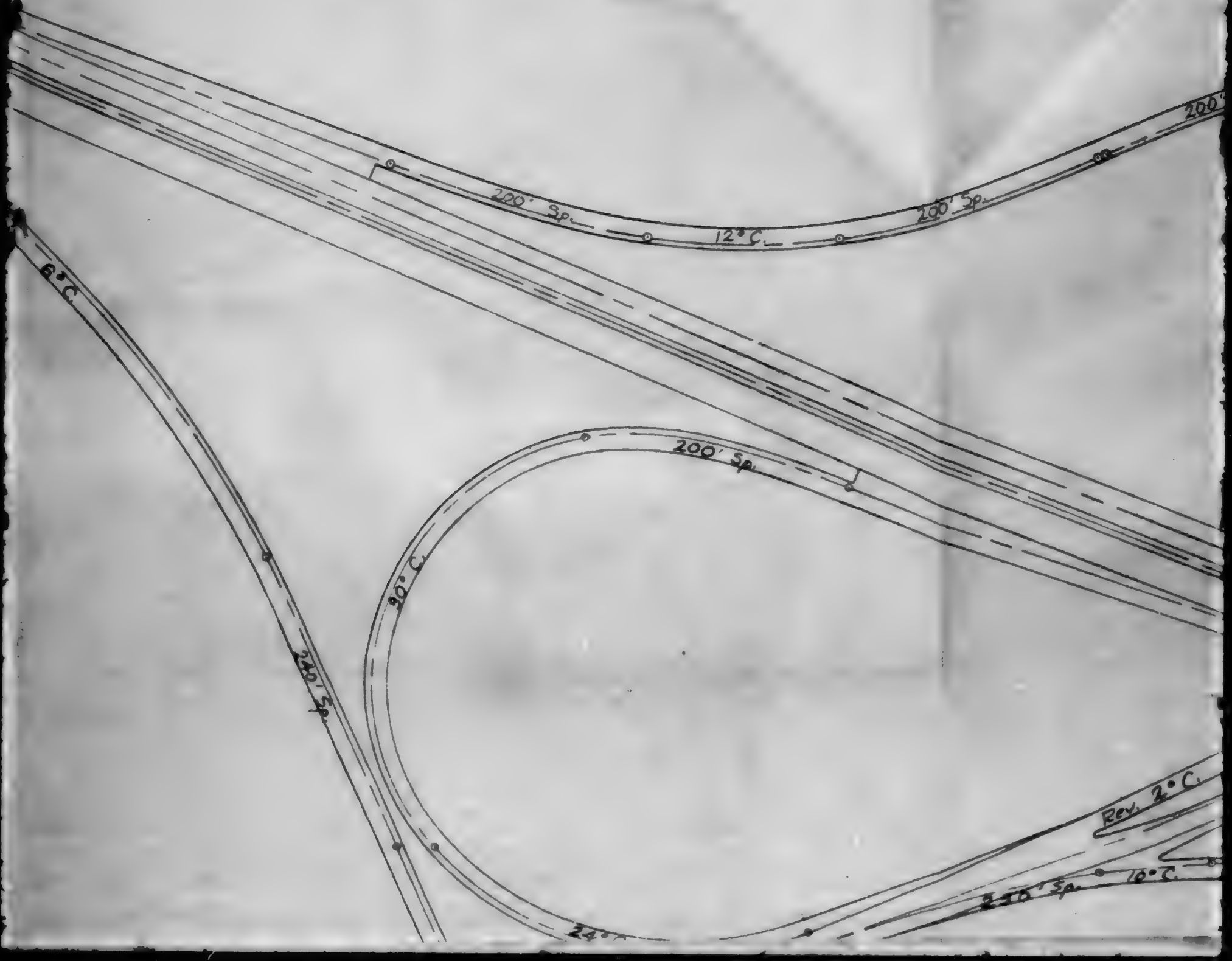

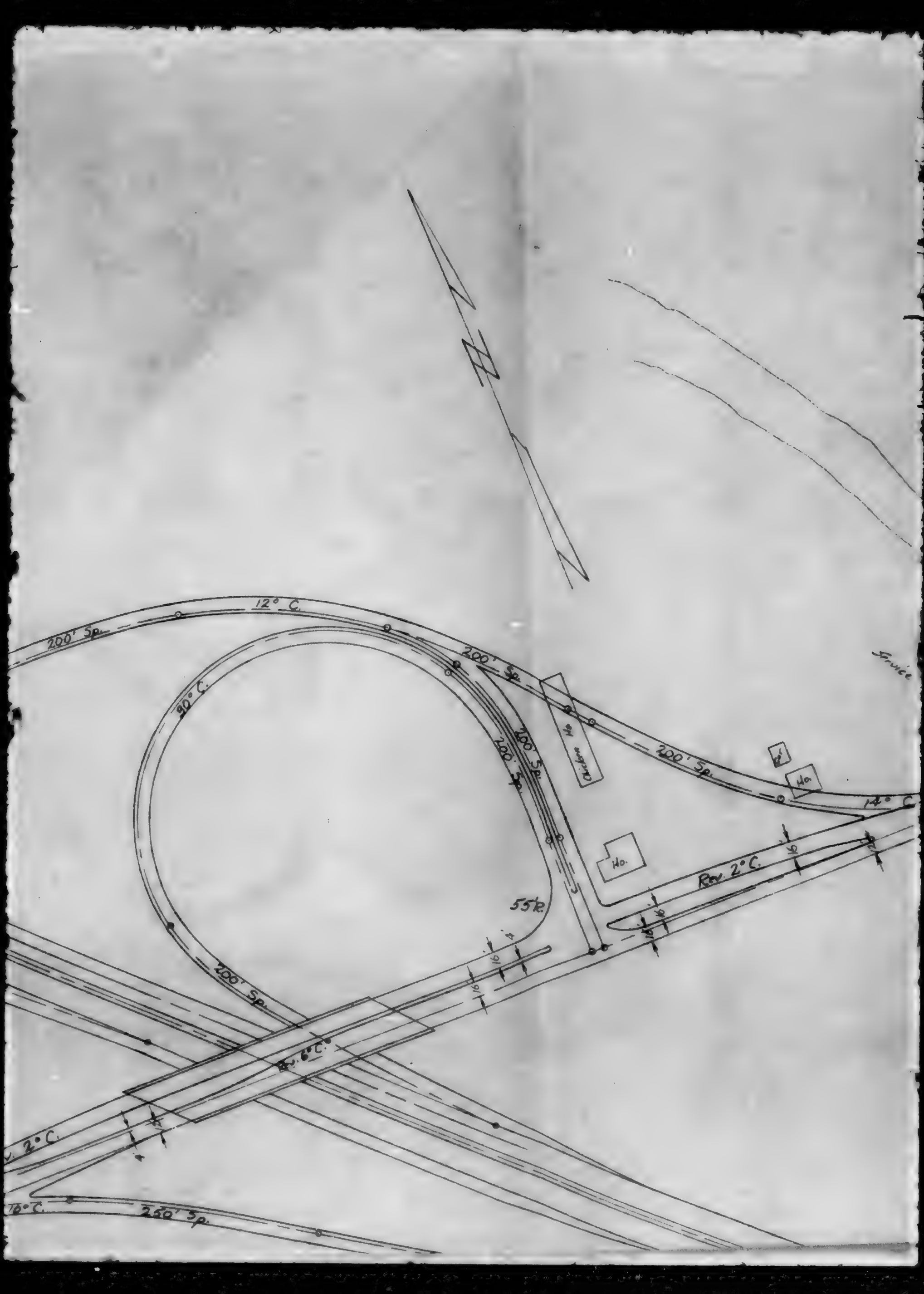
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Spruce
Ho.
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14° C.
Rev. 2° C.
55 R.
16'
16'
200' Sp.
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Spruce Rd.

25'R.

53'R.

14° C

15°C.
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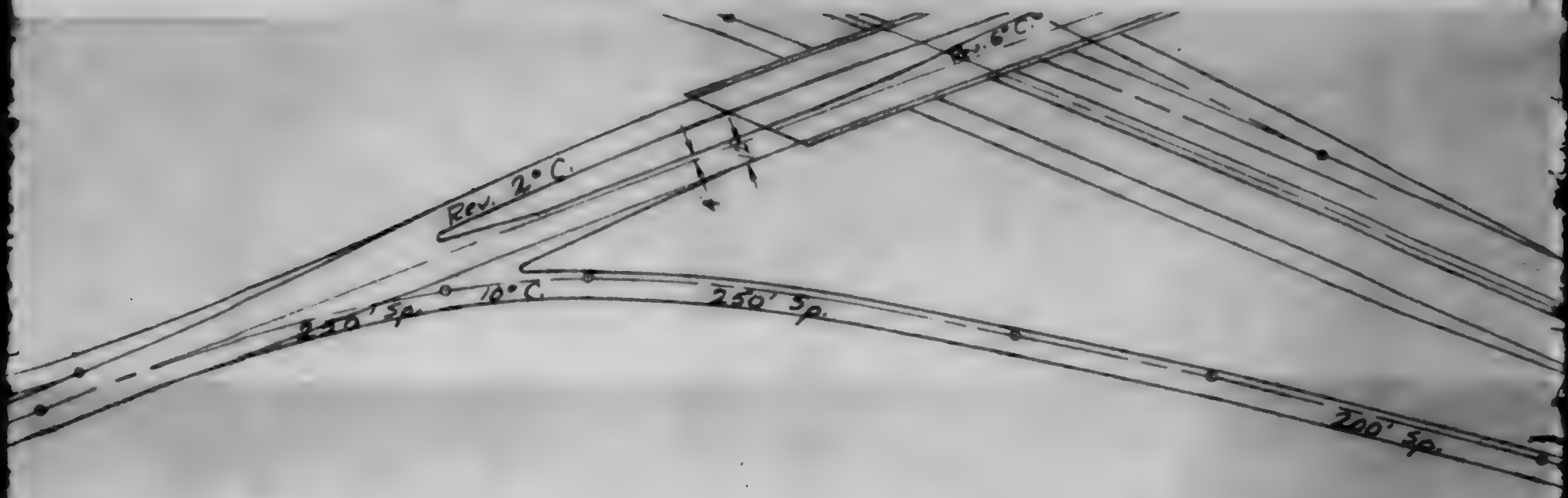

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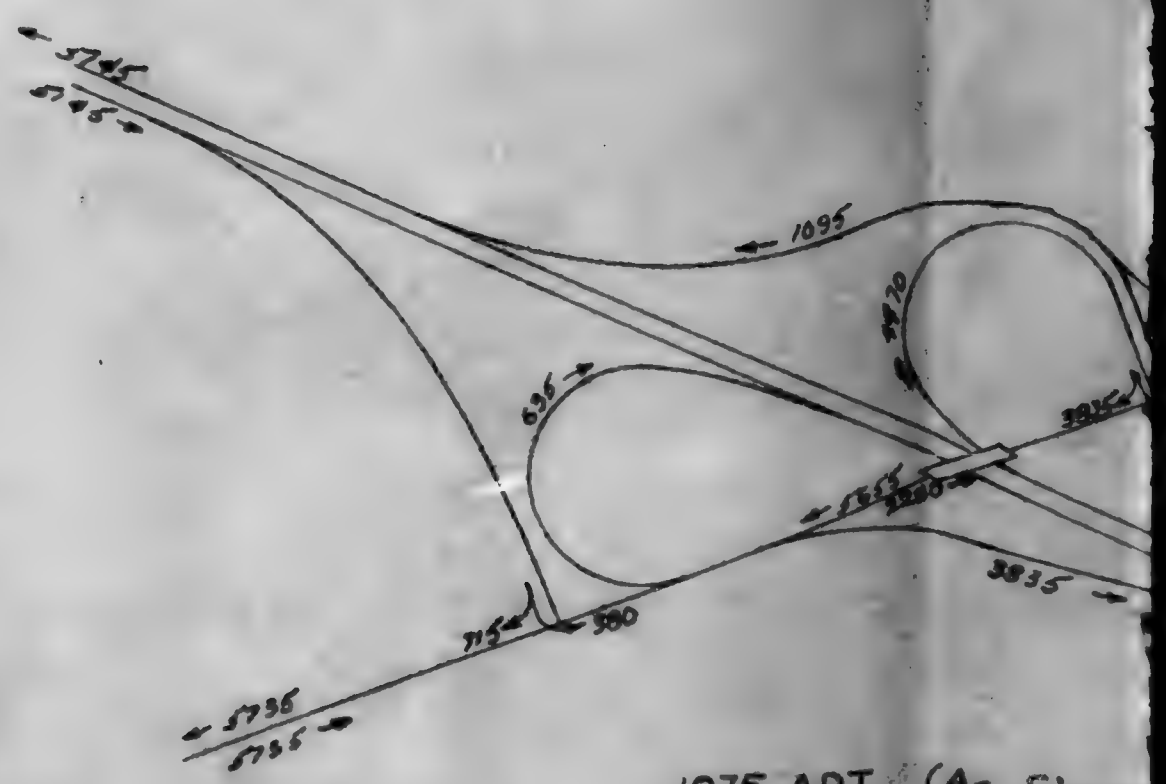

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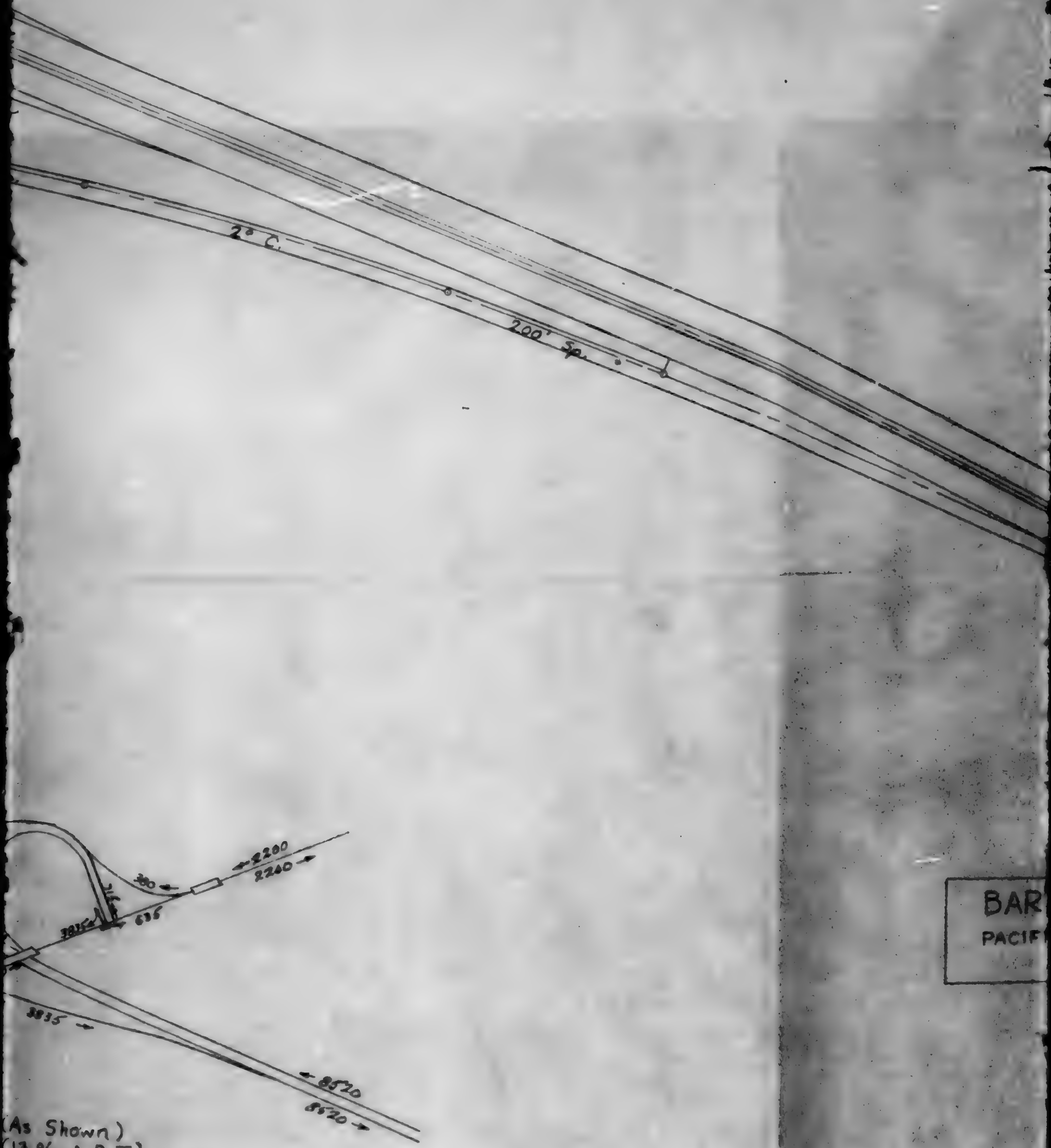

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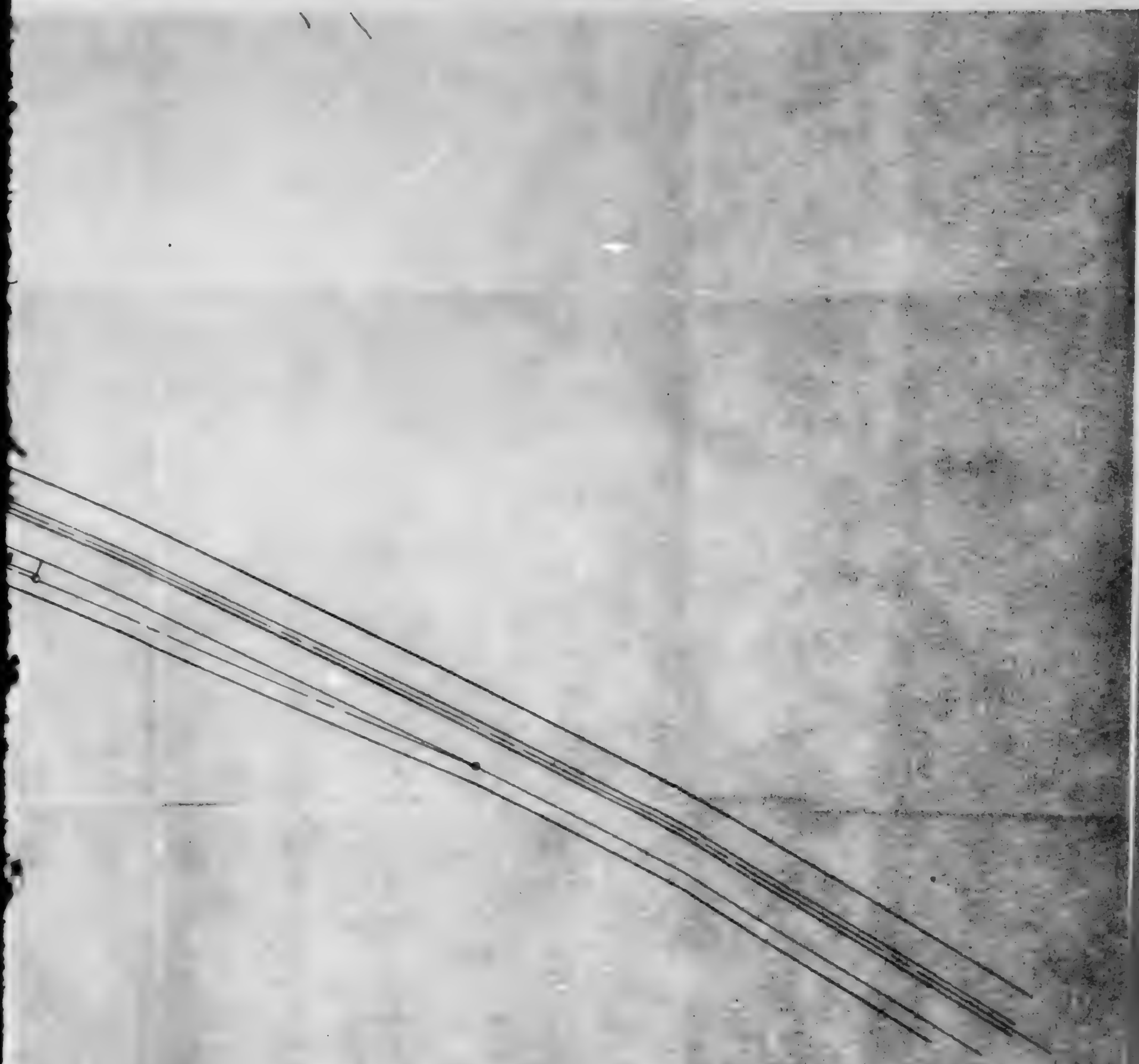


BARNETT ROAD INTERCHANGE

PACIFIC HIGHWAY

PRELIMINARY COPY
SUBJECT TO CHANGE

OFFICE OF
THE CITY MANAGER

CITY OF MEDFORD
MEDFORD, OREGON

December 15, 1959

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Medford City Council has reviewed the proposed interchange designs for U.S. 99 Freeway at Barnett Road and Crater Lake Highway in the City of Medford. The proposed grade change at McAndrews Road and Biddle Road, together with the connection of McAndrews with Biddle have been considered. The objections to each are stated as follows:

Barnett Road Interchange

The Barnett intercharge is deficient, provisions should be made for the north-bound traffic on the freeway destined for the Central Business District to enter Barnett Road without having to cross the Barnett Road traffic. The north-bound off-ramp as provided on the last design submitted to the City, will provide smooth traffic flow for traffic bound for east Medford; it will, however, create a definite problem for the traffic destined for the Central Business District as it will have to cross a future two east-bound lanes on Barnett Road and merge with the east-bound traffic. This will create a hazardous condition at the intersection of the north-bound off-ramp.

Approximately the same condition exists for the south-bound traffic for east-bound Barnett Road. There will probably not be as great a volume of traffic for east-bound Medford on this ramp as the one on the north-bound off-ramp, but there will be a conflict of

traffic between the traffic east-bound on Barnett having to cross the two west-bound lanes on Barnett Road. Ambulances from the north will probably use this interchange in approaching either the Rogue Valley Hospital or the Sacred Heart Hospital, which will further create a hazardous condition.

Crater Lake Interchange

Indefensible hazards and traffic conflicts will be created at this interchange for the following reasons:

1. East-bound Crater Lake traffic to south-bound freeway traffic are required to make a 106° central angle curve on a 55 foot radius. There should be a much longer radius on this turning movement to provide greater speed. Trucks at this location will cause congestion.

2. East-bound Crater Lake traffic to Biddle Road and Airport must cross a proposed two lanes of traffic with estimated 4600 ADT.

3. West-bound Crater Lake traffic for north-bound freeway traffic must cross two lanes of east-bound Crater Lake traffic at 4600 ADT and 685 ADT from the north-bound off-ramp to west-bound Crater Lake Highway.

4. The west-bound Crater Lake Highway traffic to the south-bound freeway must cross both the east-bound Crater Lake traffic of 6975 ADT and the south-bound freeway traffic crossing Crater Lake for east-bound Crater Lake Highway. This traffic would include log trucks south-bound to south Medford.

5. There is no provision for north-bound freeway traffic to enter south-bound Biddle Road traffic without merging with the Crater Lake traffic.

6. Apparently the traffic volumes for south-bound freeway traffic destined to Biddle Road developments including truck terminals and large shopping center was not considered.

7. There is no provision for north-bound Biddle Road traffic to enter the freeway north-bound without two conflicting movements on Crater Lake Highway. Both of the last two movements will probably carry heavy truck traffic to properties along Biddle Road.

8. North-bound freeway traffic to Biddle Road and Airport must cross the east-bound Crater Lake traffic at 4600 ADT and also west-bound Crater Lake traffic at 4600 ADT with less than 200 feet.

It should also be noted in connection with Crater Lake Highway traffic estimates that this highway may eventually be on the Winnemucca to the sea east-west highway or at least the highway system connecting Klamath Falls and Medford. Should either of these develop, traffic estimates on Crater Lake Highway must be increased substantially.

McAndrews Road Crossing

There are no ramps on or off the freeway at this location, but the freeway, as planned, will create a serious traffic problem due to the proposed single inter-connection of Biddle and McAndrews.

There are many obvious problems in this proposed connection. These problems involve passenger vehicle traffic as well as the truck traffic generated both by the industrial area adjacent to this crossing and with the trucks leaving the freeway at the Crater Lake interchange destined for the shopping area and proposed new developments along Biddle Road.

We are enclosing some sketches that suggest the types of interchange design that would be acceptable to the City.

The Council earnestly request that consideration be given in providing the City of Medford with complete interchanges at its freeway access.

Very truly yours,

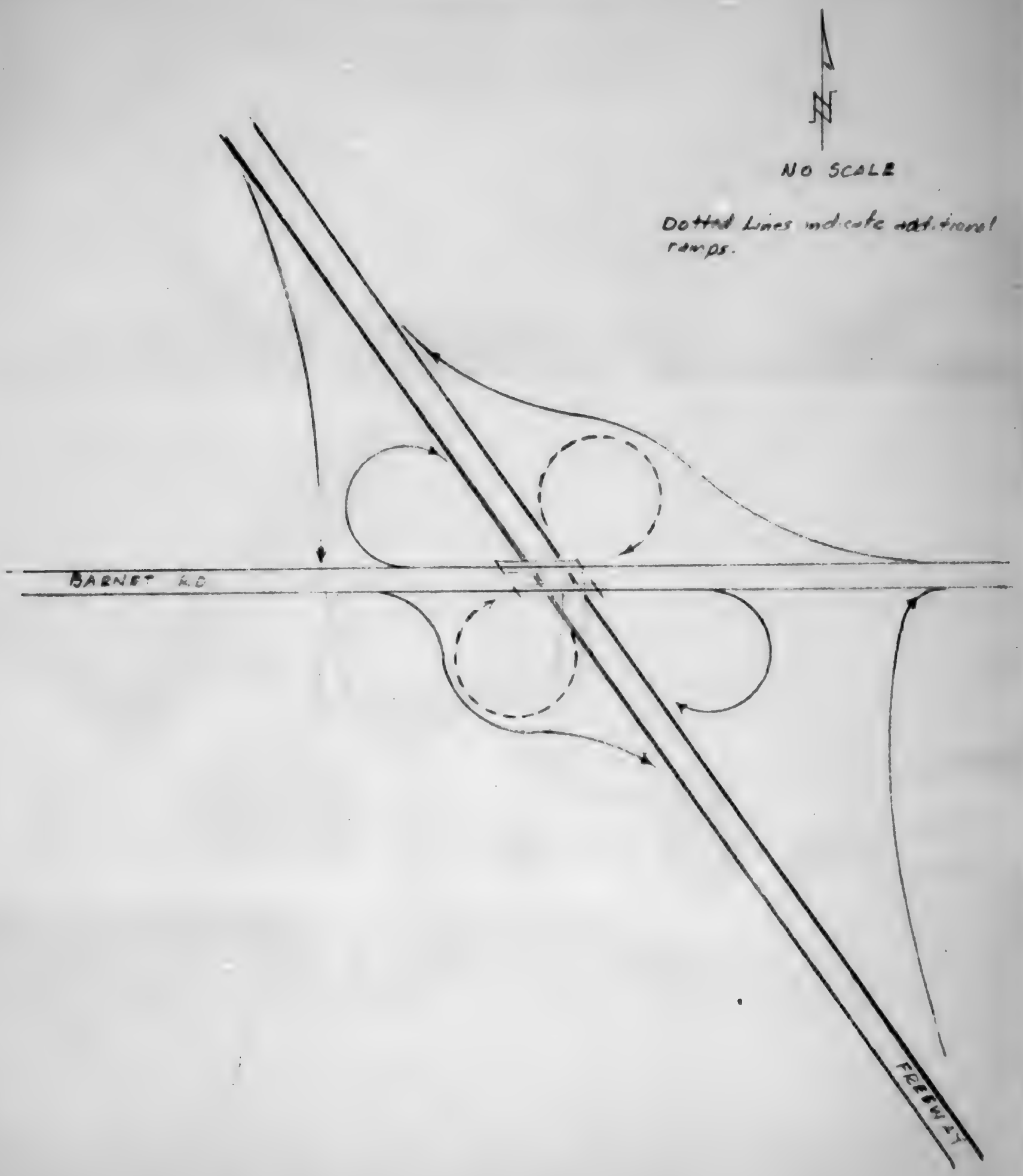
ROBERT A. DUFF
City Manager

RAD:ds
Enclosures

BY ..... DATE 11-6-59 SUBJECT PROPOSED BARNETT ROAD SHEET NO. ..... OF .....

CHKD. BY ..... DATE ..... INTERCHANGE JOB NO. .....

ALTERNATE SUGGESTIONS

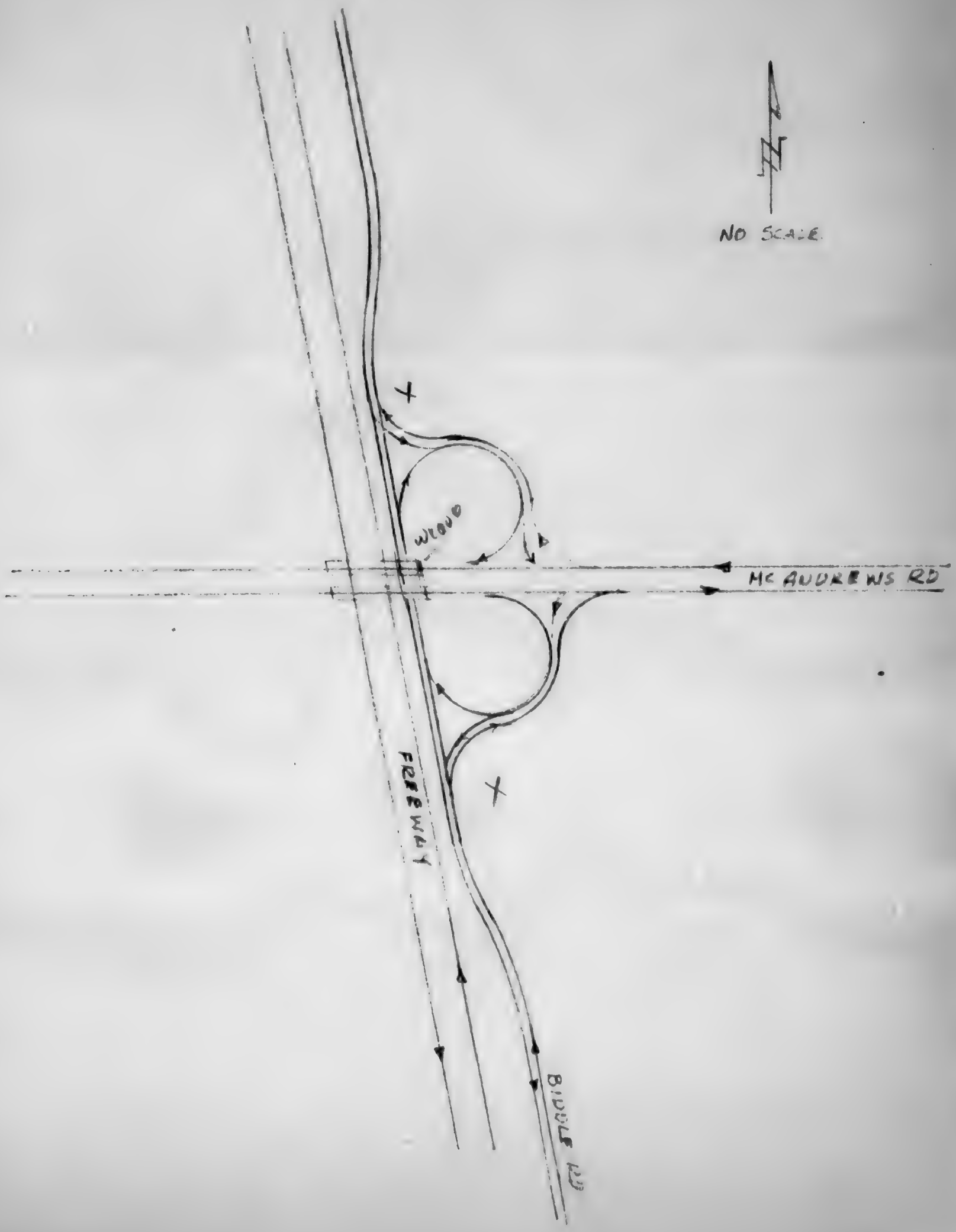


BY ..... DATE 11-6-59 SUBJECT McANDREWS ROAD FREEWAY UNDERPASS & CONNECTION

CHKD. BY ..... DATE .....

SHEET NO. ..... OF .....

JOB NO. .....



BY ..... DATE 11-6-59 SUBJECT PROPOSED CRATER LAKE HWY INTERCHANGE ALTERNATE SUGGESTIONS SHEET NO. ..... OF .....

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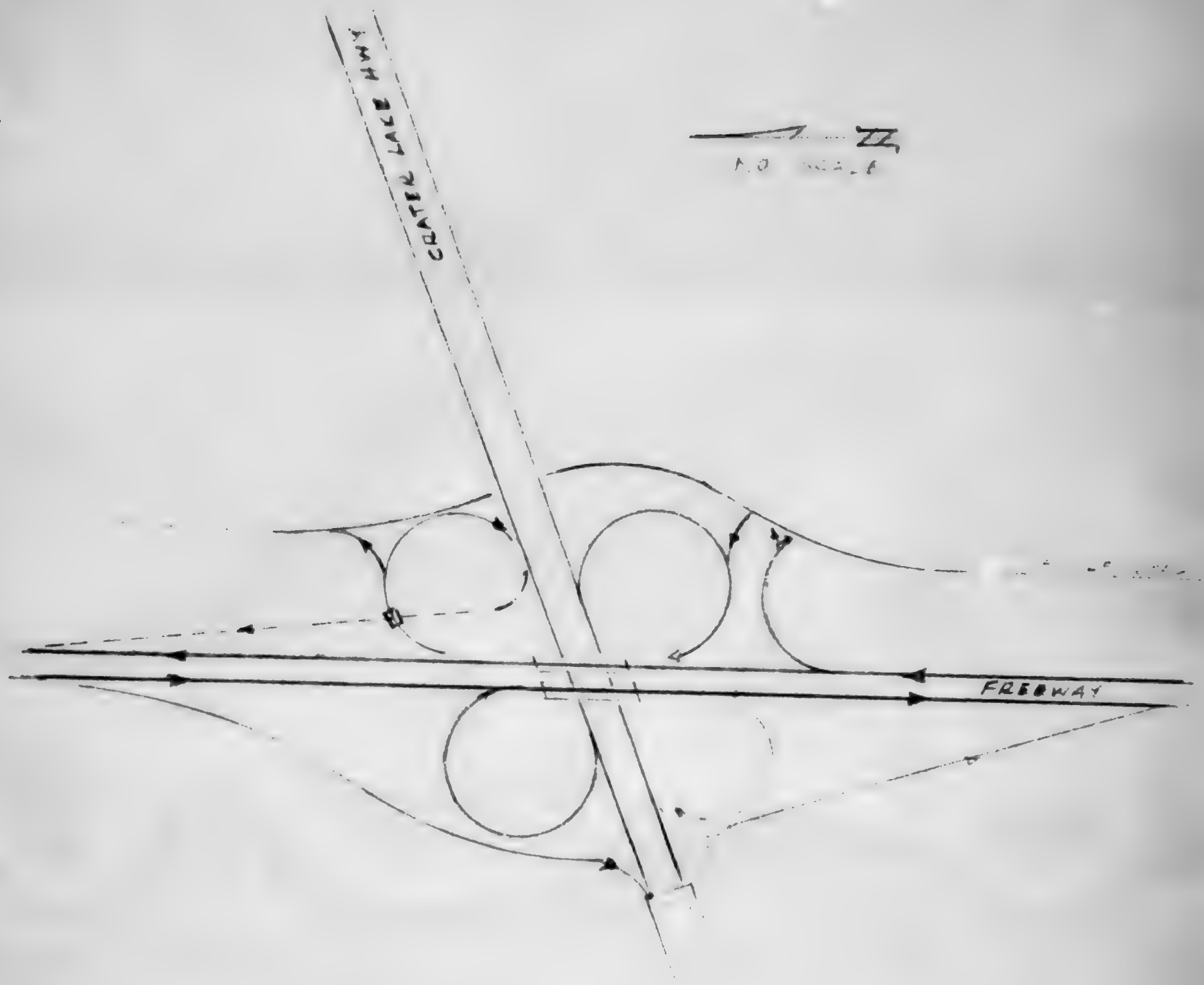

JACKSON COUNTY COURT

FORREST COOPER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

December 14, 1959

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Request of the Jackson County Court that full consideration be given to the complete construction of the Interchange System both north of Medford at Crater Lake Highway and South of Medford at Barnett Road at the time of the construction of the Freeway is being installed.

It is our understanding that the present plan only calls for construction of interchange approaches.

We would like to bring to the Commission's attention the possibility that both Barnett Road and Crater Lake highway interchanges be considered for a complete clover leaf approach systems if possible.

Thanking you for your consideration.

Very truly yours,

JACKSON COUNTY COURT

Earl M. Miller

Earl M. Miller
County Judge

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 3 1961
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FORM E-30 80M 2-60 26116

I-5-1(23) 28

5821

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1960

To: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan Merchant (4)
Mr. Tom Edwards
Mr. I. A. DeFrance
Mr. Frank Morgan (2)
Mr. J. W. Nash (3)
Mr. H. B. Simpson
Mr. W. J. Byars

SUBJECT: Pux 392 - Medford Corporation
Private Road Xings
Jackson County

Herewith I hand you copy of Order No. 37613 issued by the Public Utility Commissioner, under date of January 25, 1961, relative to the above-titled matter.

The order appears to be in accordance with the petition of the Highway Commission and testimony presented at the hearing.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

NOTED
FORREST COOPER

RECEIVED
FEB 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Order #37613

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

FHX 68

In the matter of the petition of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossing structures and one grade crossing on a private truck road, known as the MEDFORD CORPORATION LINE REVISION, in Jackson County, Oregon.	ORDER

The above entitled matter was duly heard on October 21, 1960, at Medford, Oregon, before David E. Bourassa, Examiner for the Commissioner. The following appearances are of record herein:

For Applicant:

J. W. DeSouza, Assistant Counsel
Salem, Oregon
In behalf of Highway Commission

For Respondents:

R. A. James, County Commissioner
Jackson County

Chester A. Wendt, County Commissioner
Jackson County

Earl M. Miller, County Judge
Jackson County

D. L. Nutting, Manager of Medford
Corporation, Medford, Oregon

For Commissioner:

Clarence L. Gilmer
Salem, Oregon

Amicus Cuiae:

Joel B. Reeder, City Attorney
Medford, Oregon
In behalf of City of Medford

Vernon Thorpe, City Information
Medford, Oregon
In behalf of City of Medford

On October 11, 1960, the State of Oregon, by and through its State Highway Commission, filed an application with the Commissioner pursuant to the provisions of ORS Chapter 374, requesting authority to construct two overcrossing structures and one grade crossing on a private truck road involving two county roads and one state highway, and the removal of two railroad-county road grade crossings. All part of an Oregon State Highway Commission plan known as the Medford Corporation Line Revisions project.

Attached to and made a part of the application are drawings: "Exhibit A" is a sketch map showing the respective alignments of the proposed private logging truck road, the present private logging railroad, the proposed new interstate highway, the present Crater Lake Highway and the proposed interchange between these highways; "Exhibit B" which shows the width of embankment and depth of surfacing of the proposed private logging truck road; "Exhibit C" which shows the alignment of the proposed logging truck road where it crosses the county road known as Bullock Road, and where it overcrosses the county road known as Biddle Road; "Exhibit D" which is a profile drawing of the proposed private logging road; "Exhibit E" which is a drawing of the proposed overcrossing structures over Biddle Road; "Exhibit F" which is a map of the proposed private logging truck road across Biddle Road and across the proposed new interstate Freeway; "Exhibit G" which is the drawing of a plan of elevation of the proposed overcrossing structure of the proposed private logging truck road over the new interstate Freeway.

The application also sets forth in detail the proposed manner in which the construction and maintenance of the project will be handled and the cost thereof borne.

On October 14, 1960, notice of the application and copies thereof were duly served upon Respondents Jackson County, and Medford Corporation. Notice and copy were also served upon the City of Medford. On October 14, 1960, by authority of ORS 756.530, the Commissioner for good and sufficient reasons published an order and notice of hearing on less than ten days notice.

Evidence was adduced on behalf of Applicant, Respondents, Commissioner and Interested Parties. The hearing was completed and the matter was submitted for determination. Based upon said evidence and record it was found that:

The Applicant proposes the construction of a section of Federal Interstate Highway No. 5 to be designated as the Pacific Highway, being State Highway No.1, between Grants Pass and Medford which section is titled Seven-Oaks Jackson Street Section and that as a part of this construction it will be necessary to relocate, as a private logging truck road, a portion of the existing private logging railroad of the Medford Corporation between a point in Section 18, Township 37 South, Range 1 West and a point in Section 13, Township 37 South, Range 2 West, W. M. in Jackson County as shown in "Exhibit A".

This relocation of the Medford Corporation's private road will require the construction of a crossing at grade of Bullock County Road as shown on "Exhibits A, C, and D"; an overcrossing of Biddle County Road as shown on Exhibits "A", "C" and "D" and an overcrossing of Federal Interstate Highway as shown in Exhibits "A", "F" and "G", and will eliminate the grade crossings of the private logging Railroad and the Hilton and Biddle County Roads as shown on Exhibit "A".

The proposed private logging truck road will be used by trucks not permitted to use the public highways for hauling logs and forest products. The maximum size of loads will be 65 feet long, 16 feet high and 12 feet wide. The maximum weight of vehicle and load will be 120,000 pounds with maximum gross single axle weight 25,000 pounds. The normal hauling will be 5 days per week, Monday through Friday, and will be between the hours of 5.30 a.m. and 5:30 p.m. Pacific Standard Time.

The annual average daily traffic on the private logging road would be approximately 100 vehicles per day with 50 trucks moving to the Butte Falls timber area empty and 50 vehicles moving to Medford Corporation loaded. There will also be an occasional movement of smaller equipment such as that used in maintenance, superintendence, fire fighting, personnel and emergency vehicles.

Approximately 90 vehicles per day will use the Bullock County Road Grade crossing. Bullock Road will be raised to a level grade with a proper base and a macadam surface similar to that of the adjacent sections of Bullock Road for 100 feet north of its intersection with the proposed private logging road and south to its intersection with the Crater Lake Highway.

The sight distance from which a traveler on Bullock Road can see vehicles using the private logging road are as follows: from a point which is located in the center of Bullock Road and 500 feet north of the proposed crossing the sight distance to the west is 1200 feet and to the east is 400 feet. From a point which is located in the center of Bullock Road and 50 feet north of the proposed crossing the sight distance to the west is 1200 feet and to the east is 400 feet. From a point which is located in the center of Bullock Road and 300 feet south of the proposed crossing the visibility to the west is 1200 feet and to the east 1200 feet. From a point which is located 50 feet south of the proposed crossing the visibility to the west is 1200 feet and to the east is 800 feet.

For the protection of the traveling public it is proposed that the State of Oregon install advance warning signs bearing the legend "LOG TRUCKS" on the Bullock County Road at appropriate locations on each side of the proposed crossing. After installation it is agreed that the signs will be maintained at the expense of Jackson County.

Because the low traffic count (90 vehicles per day on Bullock Road and 100 vehicles per day on the private logging road) an overcrossing or an undercrossing structure is not needed. Moreover, the general flatness of the terrain of the area would boost the cost of grading for such under or over crossing to a prohibitively high figure. As the logging road will be used prima-

rily during daylight hours installation of overhead lighting is unnecessary.

A benefit accruing to the general traveling public from this new proposed crossing will be that the present crossing at grade of the Medford Corporation's private logging railroad and Hilton County Road, which carries the traffic of Bullock Road and Hilton Road which joins it immediately north of said private railroad, will be eliminated altogether. It was agreed that the cost of such elimination of this crossing and regrading of Bullock Road is to be borne by the Medford Corporation.

Biddle County Road is located approximately 1250 feet west of Bullock Road and carries an average daily traffic of 1,100 vehicles. Because of this heavy traffic it is proposed that Biddle Road be left at grade and that the logging road be carried over Biddle Road by means of a three span overcrossing structure, details of which are more particularly set out in the drawing entitled "Exhibit E". The overcrossing structure will intersect Biddle Road at right angles, will be 17 feet 6" wide with an overall length, not including fill, of 124 feet and will be supported by two columns to be located one on each side of Biddle Road 25 feet 6" from the center line thereof. The clearance at the center point of Biddle Road is 16'. The surface of Biddle Road, which is presently 20' wide, will be widened to 22'. No change in the width of the dedicated roadway is indicated. The vehicle clearance and the support structures will cause no hazard to vehicles using Biddle Road and no particular safety signs or devices are required.

The new Pacific Highway will be located approximately 150 feet west of Biddle Road and will carry several thousand vehicles per day. Because of the heavy traffic it is proposed that the logging road will be carried over the new highway by means of an overcrossing structure, details of which are more particularly set out in drawings entitled "Exhibit F & G".

The overcrossing structure will intersect the Pacific Highway at an angle in the northeast quadrant of 62° 20" at Pacific Highway station "L" 705+15.45 POC= "T. R. rev "138+08.96 POC. The logging road to the overcrossing will be one continuous fill from the Biddle County Road overcrossing structure. The overcrossing

will provide a clearance of the Pacific Highway of 17' and will be 24' long and supported by 3 piers. From east to west the piers will be 54'9" and 65'3" apart, respectively. A two lane roadway will pass on each side of the central pier. There will be no hazard to the traveling public which will require installation of and advance warning signs or special signalization.

From the foregoing it is concluded that the within application of the State of Oregon by and through its State Highway Commission for authority to construct overcrossings, crossing at grade and for removal of railroad county road crossings should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, to construct overcrossing structures at junctions of Biddle Road and Federal Interstate Highway No. 5 with Medford Corporation private road, for construction of crossing at grade of Bullock Road with Medford Corporation private road and for removal of railroad county road crossings, all in connection with Medford Corporation Line Revision project, Section 18, Township 37 South, Range 2 West, W.M. in Jackson County, be and the same is hereby granted; and it is further

ORDERED that the Applicant shall construct a grade crossing at Bullock County Road and the proposed private logging road in Section 18, Township 37 South, Range 1 West, W.M. at its own expense and in conformity with drawings shown on Exhibits "A", "C" and "D" submitted with the application and by this reference made a part hereof; and it is further

ORDERED that the Applicant shall install highway standard W1005-30 advance warning signs on Bullock County Road bearing the legend "LOG TRUCKS", one to be placed approximately 175 feet south of the crossing and one approximately 500 feet north of the crossing; and

it is further

ORDERED that Jackson County shall maintain the advance warning signs on Bullock County Road at their own expense; and it is further

ORDERED that Medford Corporation keep the Bullock County Road crossing free from rocks, litter and debris caused by operation of vehicles under its control; and it is further

ORDERED that Medford Corporation apply dust pallatives to the private logging truck road adjacent to Bullock County Road crossing so as to prevent hazards to the traveling public from dust condition; and it is further

ORDERED that Medford Corporation require all vehicles under its control on the private logging road to cross Bullock County Road at a speed not in excess of ten (10) miles per hour; and it is further

ORDERED that Jackson County shall, after completion of the crossing, maintain Bullock County Road at its own expense; and it is further

ORDERED that Applicant shall construct as a part of the private logging road an overcrossing structure over Biddle County Road at its own expense and in conformity with drawings shown on Exhibits "A", "C" and "D" submitted with the application and by this reference made a part hereof; and it is further

ORDERED that the overcrossing structure over Biddle County Road shall be maintained by Medford Corporation; and it is further

ORDERED that Jackson County shall maintain Biddle County Road at its grade under the overcrossing; and it is further

ORDERED that Applicant shall construct as a part of the private logging truck road an overcrossing structure across the proposed Federal Interstate Highway No. 5 in conformity with the drawings shown on Exhibits "A","F" and "G" submitted with the application and by

this reference made a part hereof; and it is further

ORDERED that the overcrossing structure across Federal Interstate Highway No. 5 be maintained by the Medford Corporation at its own expense; and it is further

ORDERED that the Medford Corporation shall remove the railroad ties, rails and other railroad facilities at the existing railroad grade crossing of Hilton County Road and restore the roadway, pavement and shoulders to a standard equivalent to adjacent roadways at its own expense; and it is further

ORDERED that the Medford Corporation shall remove the railroad ties, rails and other railroad facilities at the existing railroad grade crossing of Biddle County Road and restore pavement and shoulders to a standard equivalent to the adjacent roadways; and it is further

ORDERED that the provisions of this order shall be binding upon the State Highway Commission and shall be in full force and effect upon the payment of $90.71 to the Public Utility Commissioner of Oregon to cover costs of investigation and hearing as provided by ORS 374.220.

Made and entered this 25th day of January, 1961.

Jonel C Hill
Public Utility Commissioner

(SEAL)

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
JAN 28 1960
FOR FILING

1-6-1 (22) 28

5421

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.2

408 State Highway Building
Salem, Oregon

January 22, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Crater Lake Interchange

Dear Sir:

This office has recently received a revised plan of Crater Lake Interchange. This plan is essentially the same as the plan previously approved with two exceptions.

Biddle Road has been relocated to pass back of the Cullen Equipment Company rather than in front of it. Estimates indicate that a savings of $12,850 can be made by this change. This office will offer no objection to this change.

The re-alignment of the railroad trestle, as indicated, is caused by the use of 16° curves and 200' spirals. The use of super-elevation and spirals on a 16° railroad curve, where speeds are quite low, is questionable. It is our understanding that a low speed at this point is necessary because of flagging at a nearby grade crossing in town.

Although no cost figures are submitted, it is quite evident that the proposed change in the railroad structure will be considerably more costly than under the presently approved plan. We cannot agree with the proposed change in the railroad alignment and relocation of the structure unless it can be shown that the revision in alignment is absolutely necessary and the additional cost fully justified on the basis of benefits.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
JAN 20 1960
FOR FILING
1-5-1 (2.3) 2.1
5131

January 20, 1960

Mr. Robert H. Dickey
Attorney at Law
Post Office Box 521
Medford, Oregon

Dear Sir:

Your recent conference in our office regarding the relocation of Biddle Road easterly from the building presently occupied by the International Harvester Company has been reviewed and seems to be satisfactory from our standpoint. However, since Biddle Road is a county road and this project is within the city limits of Medford, it will be necessary for us to have the approval of both the City and the County. Contact with these agencies will be made in the near future, and if approved by them, Biddle Road will be relocated approximately as shown on the attached drawing.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper (with map)
Mr. Tom Edwards

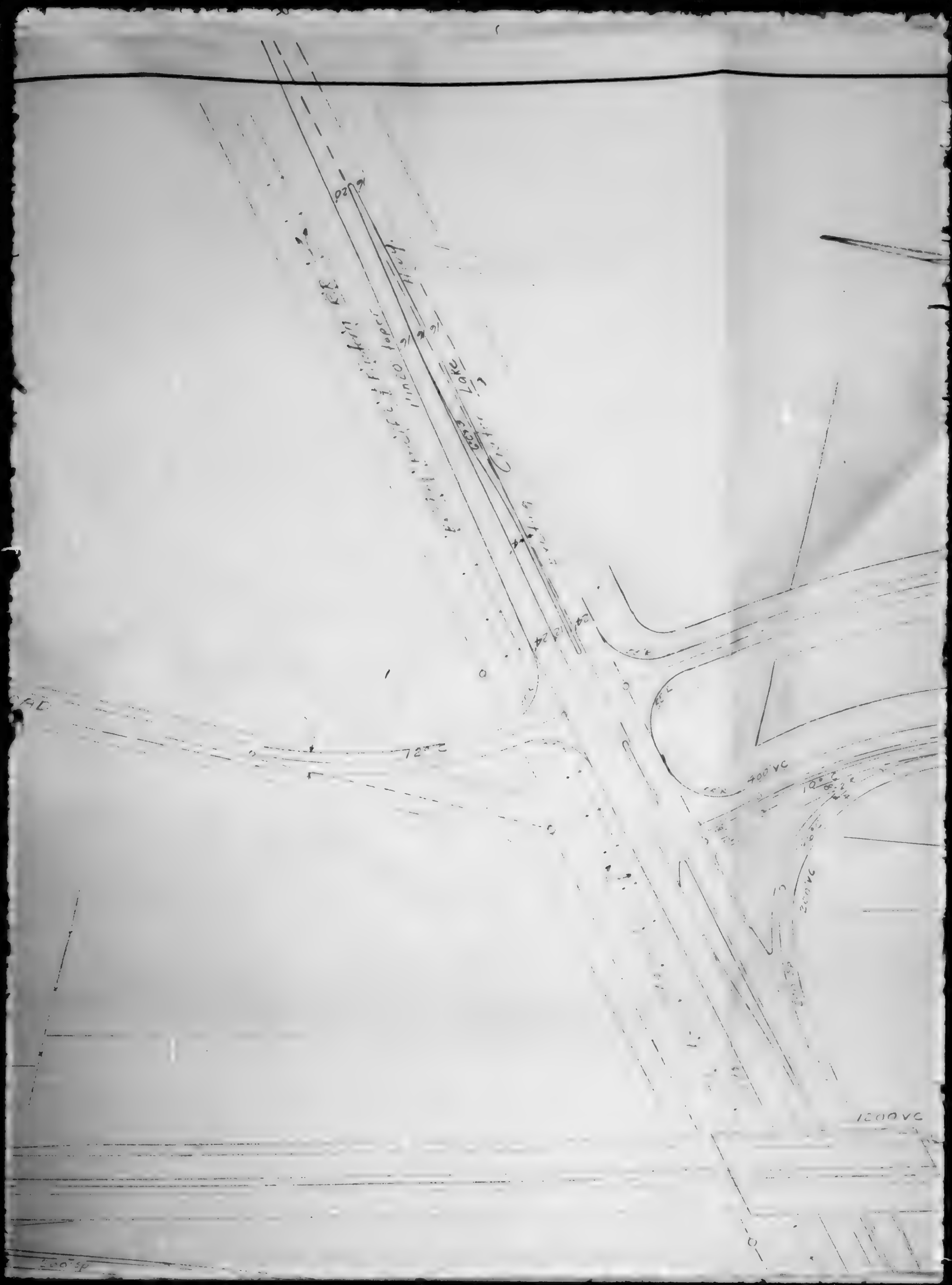
DJB:law as

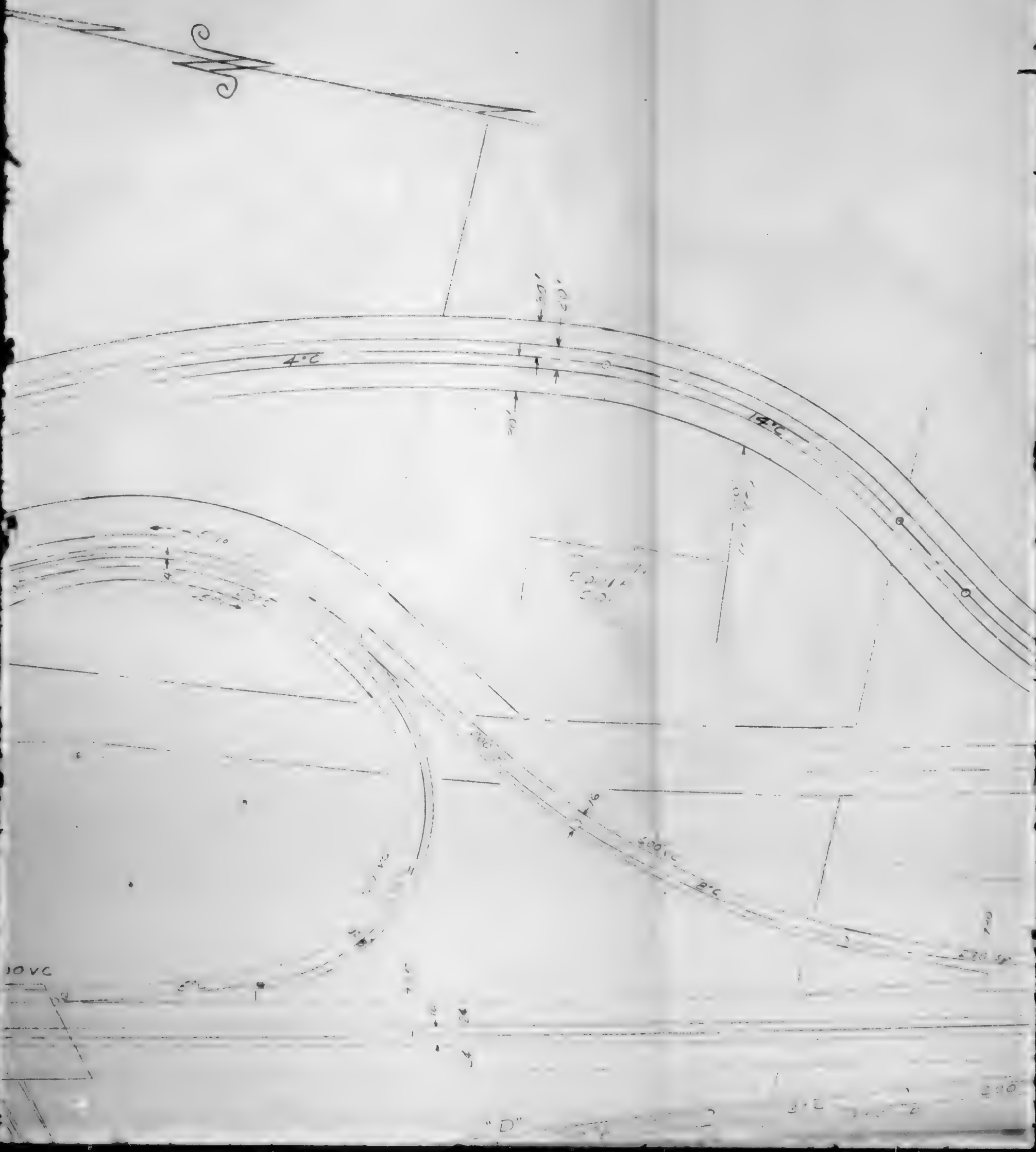
PRELIMINARY COPY
SUBJECT TO CHANGE

HILTON ROAD

TO CENTRAL POINT INT'CHG.
2.47 MILES

OR
170 87


400 VC
1000 VC


4·C
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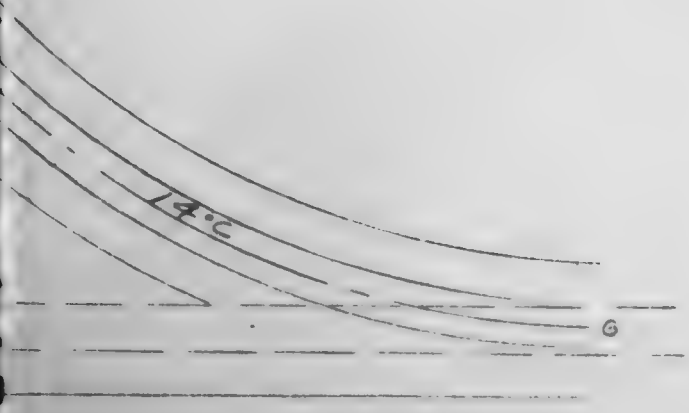
"D"

SEVEN OAKS – ASHLAND SECTION PACIFIC HWY. JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

PRELIMINARY COPY
SUBJECT TO CHANGE



-118% → TO BARNETT RD. INT
2.7 Miles

PACIFIC HIGHWAY
1900' recol.

SEVEN OAKS – ASHLAND SECTION PACIFIC HWY. JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

PRELIMINARY COPY
SUBJECT TO CHANGE

-1.18% → TO FARNETT RD. INT'CHG.
.7 MI.

PACIFIC HIGHWAY
1000' Access.

TO CENTRAL POINT INT'CHG.
2.47 MILES

+17037 →

12°C

Proposed R.R.

100
4200
300
300
500
500
500
500
5515
4200
500

1300
1300
685
340
2470
2810
1100
1100
6230
6230
3420
3420
2810
340
2470
1040
685
5469
5469

1975 A.D.T.

1200 V

"C"

Relocation

300
500
500

1725

5145

5145

1725

12' 12' 12' 4'

Typical Under St

"D"
CREEK
PRELIMINARY COPY
SUBJECT TO CHANGE
KBES TV
12' 4' 12' 12' 6'
Existing Pier
der Structure

-1.18% → TO MEDFORD
7 MILES

PACIFIC HIGHWAY
1200' rural

ACCESS TV

SCALE: 1" = 100'

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST

Orig. 6-1-59

Date Rev 12-11-59 Signature LFF

-118% → TO HANNETT RD. INT'CHG.
.7 Miles

PACIFIC HIGHWAY
1300' ±cccl.

SCALE: 1" = 100'

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST 307.67

Date Orig. 6-1-59 Rev 12-11-59 Signature LFF

RECEIVED
FOR FILING
1-6-1(22)AY
6731

ROBERT R. DICKEY
ATTORNEY AT LAW
129 NORTH OAKDALE
POST OFFICE BOX 521
MEDFORD, OREGON
SPRING 2-5923

NOTED
W. J. WILLIAMS

MEMORANDUM

TO : W. J. Williams

FROM : Robert R. Dickey

RE : Re-location of Biddle Road--Crater Lake Interchange, 7-Oaks--Ashland Section, Table Rock Road--12th Street Unit.

It is respectfully suggested that the interests of the State of Oregon will be best served by relocating Biddle Road to pass to the East of the Cullen Building, presently occupied by International Harvester, rather than relocating Biddle Road to cut across the Northwest corner of the Cullen property and past to the West of the Cullen building as is presently proposed.

By relocating Biddle Road to the East of the Cullen Building, the State of Oregon will make a savings financially in excess of $100,000.00. The savings arises by reason of the costs incurred in acquiring the property over which the relocated road would pass.

By going to the East of the Cullen Building, the relocated road will follow a route over land which is unimproved, and the acquisition costs of the right of way will be relatively slight.

By relocating the road to the West of the Cullen building, as is presently proposed, the road will render practically useless a building valued in excess of $100,000.00, and the state will condemn approximately six tenths of an acre of extremely valuable and highly improved parking area, as well as render practically useless an additional six tenths of an acre of parking area. This parking area has a cost basis of approximately $35,000.00.

The Cullen Building was specifically constructed as a truck and heavy equipment service and sales building. The South two-thirds of the building has six drive-through stalls which are used in servicing and maintaining trucks and heavy equipment. The type of trucks serviced are 65 ft. in length and the shop is designed so the trucks enter from the West and on completion of service pass out through the East. In many instances the trucks are parked in front

of the entrances to the West, and when they are ready to be serviced, pass into the building. The proposed relocation would prohibit this practice and in so far as the present tenant is concerned, they have advised that if the road is constructed as proposed, they would be forced to vacate the property and, analyzing the situation, they feel the building would not be useable for the purpose for which it was constructed.

They likewise cite other hardship factors, such as their office and display room, which is located in the Northwest portion of the building, would not be useable, by reason of setting only 5 ft. from the highway.

As the building is presently constructed, the entrance to the office and display room would be only 5 ft. from the highway.

We have discussed with them the possibility of moving the office and display room to the back of the building and putting their parts department where the office and display room presently is, and they have advised that the cost would be prohibitive, particularly when they would still have an unuseable service department because of the proximity to the highway on the West side.

This building and property was acquired July 1, 1959, for $150,000.00. The present tenants pay a monthly rental of $860.00 per month and have three years left on their lease. Prior to the proposed relocation of the road, these tenants had indicated the desire to pick up their option for the renewal of the lease, and had indicated a desire to remain on the property as long as we would permit it.

We realize that there are many factors involved in creating an interchange, however, we fail to see how any problems can arise by relocating the road as we are suggesting, rather than as is proposed.

We are submitting herewith a sketch of the relocated road as proposed, and the road as we would like it to be relocated.

We feel that the facts presented herein are substantially correct and while there may be room for differences of opinion, we are morally certain that a tremendous financial savings can be made by the State of Oregon by relocating the road as we suggest, rather than by following the proposed route.

A & D ENTERPRISES, INC.

By: Robert R. Freburg

PHONE [illegible] PRIME 3-4552

International Harvester Company
McCormick Farm Equipment Store

2232 Biddle Road - P. O. Box 1547
Medford, Oregon

SYMBOL OF SERVICE

FARM EQUIPMENT • TRUCKS

December 1, 1[illegible]

Mr. Herbert H. Hirst
[illegible] S. Oakdale
Bellman, Oregon

Dear Sir:

[illegible] Oak [illegible] Unit [illegible] this discipline the corrugated pulverizer [illegible] to U. S. Highway.

The pulverizer bars, as you know, will come within five feet of the center of the building we are presently in, and within 50 feet of the front of the [illegible]. This would take our road block, [illegible] also, and make it difficult as well as [illegible] to have [illegible] and trailers in and out of the [illegible].

If the road [illegible] be built along the [illegible], the company would probably [illegible] as it would no longer be supplied to the type of [illegible]. To [illegible] know of any business of this kind that could get by [illegible].

After looking over the property in every way we decided that if the road could be built [illegible] a minimum of 75 feet away from the corner, the present could continue to use the building. We would [illegible] feet to the south currently set by the county road [illegible] to [illegible] park for employees and guests.

We realize the contribution [illegible] to relocate the business since this can also [illegible] expensive.

Yours truly,

James A. Pollard

James A. Pollard
Owner

ROBERT R. DICKEY
ATTORNEY AT LAW
129 NORTH OAKDALE
POST OFFICE BOX 521
MEDFORD, OREGON
SPRING 2-5923

NOTED
W. C. WILLIAMS

December 2, 1959

Hon. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Thank you for consenting to give me a few moments of your time. I shall arrange to be in your office December 4, 1959, at 2:00 P.M.

Yours very truly,

Robert R. Dickey

Robert R. Dickey

RRD:lr

RECEIVED
DEC - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 3 1959
STATE

December 1, 1959

Mr. Robert R. Dickey
Attorney at Law
Post Office Box 521
Medford, Oregon

Dear Sir:

I have your letter of November 30 relative to the Crater Lake Interchange. I do not know just what your problem is, but I, of course, am perfectly willing to meet with you to discuss the matter in detail. If you wish to come in this week, I could see you at 2 p.m., either Thursday, December 3, or Friday, December 4. I will hold these two dates open until I hear from you but would appreciate a prompt reply.

If those dates are not suitable, I could meet with you on Tuesday, December 8.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:mc

cc Mr. Forrest Cooper

ROBERT R. DICKEY
ATTORNEY AT LAW
129 NORTH OAKDALE
POST OFFICE BOX 521
MEDFORD, OREGON
SPRING 2-5923

NOTED
W. C. WILLIAMS

November 30, 1959

Honorable W. J. Williams
Oregon State Highway Department
Salem, Oregon

Crater Lake Interchange, 7-Oaks - Ashland Section,
Table Rock Road - 12th Street Unit

Dear Sir:

A serious problem has arisen in connection with the proposed relocation of Biddle Road, as a consequence of the construction of the above-mentioned Interchange.

As a majority stockholder in the corporation which owns the property affected, the matter has been called to my attention.

While I know that you are extremely busy, I likewise am aware of the reputation which your department has for giving all people a full and fair hearing concerning problems which arise in connection with your highway development program.

It is sometimes very difficult to set forth these facts by letter and because of this I was wondering if you could give me a few minutes of your time, any time during the next few days, and thus allow me to personally discuss the problem with you.

If you could arrange to squeeze in a few minutes of time for me in your busy schedule, please advise at your earliest convenience.

Yours very truly,

Robert R. Dickey

Robert R. Dickey

RRD:jed

RECEIVED
DEC - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

HILTON ROAD

BIDDLE

CITY LIMITS

TO CENTRAL POINT INT'CHG.
2.47 Mi.

710'

ONI

120'

150'

+1.70890 →

200' SP

CRATER LAKE HWY.

PACIFIC & EASTERN R.R.

ROAD

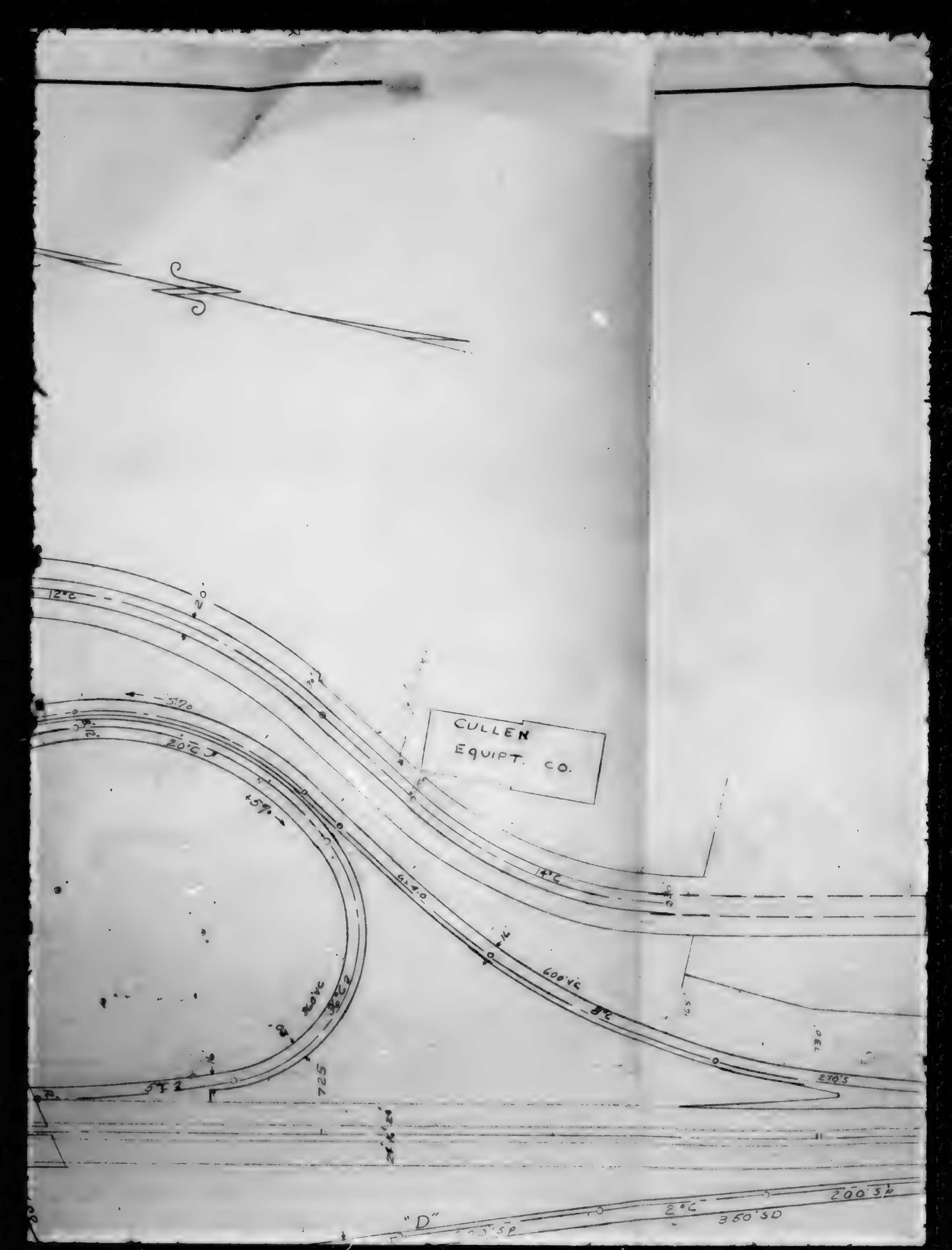
1200' ACCESS

1200' RC

12' x 200'

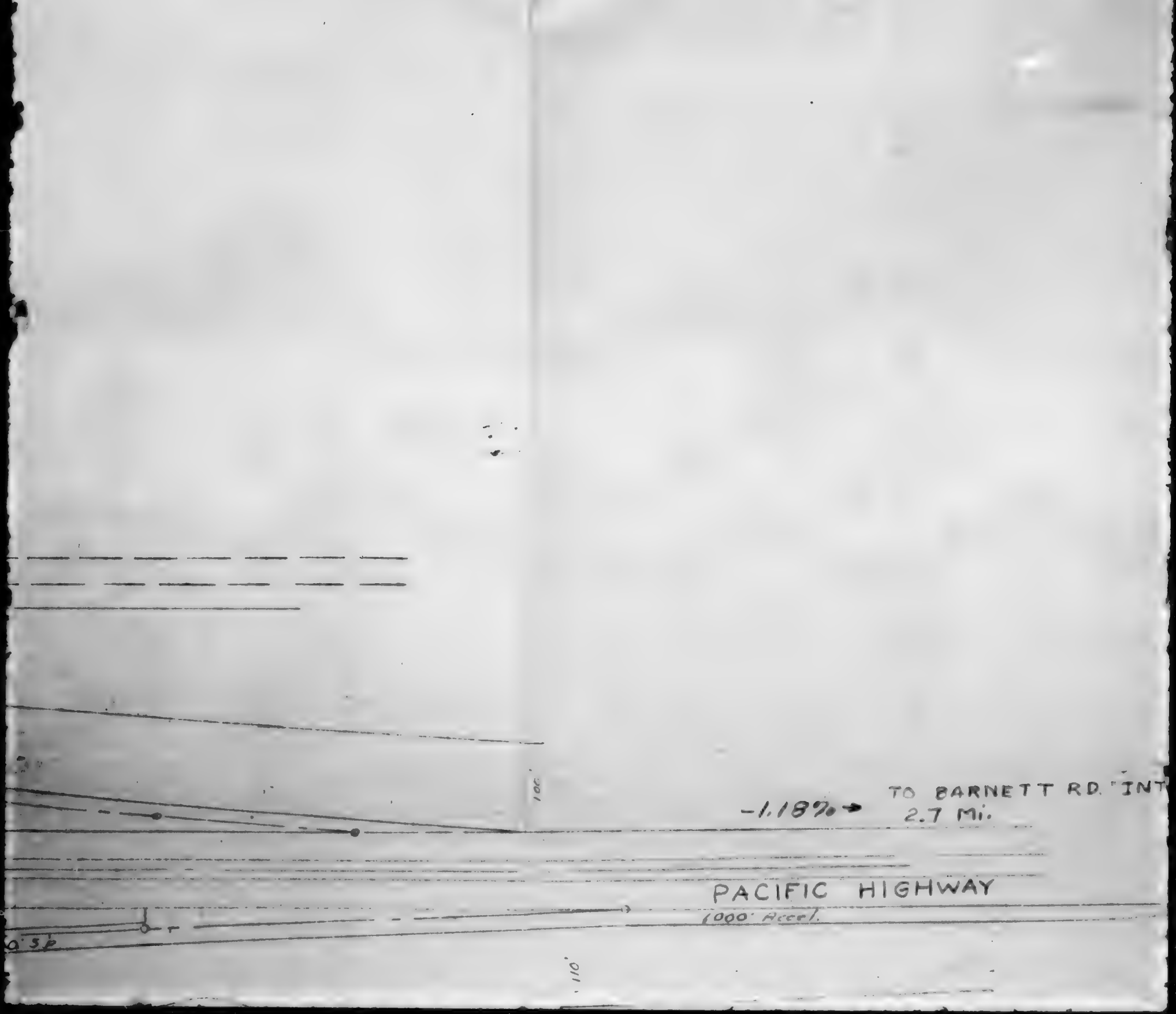
30 x 200'

70 DC


CULLEN
EQUIPT. CO.
"D"

SEVEN OAKS – ASHLAND SECTION PACIFIC HWY. JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet



SEVEN OAKS – ASHLAND SECTION PACIFIC HWY. JACKSON COUNTY				SHEET No.
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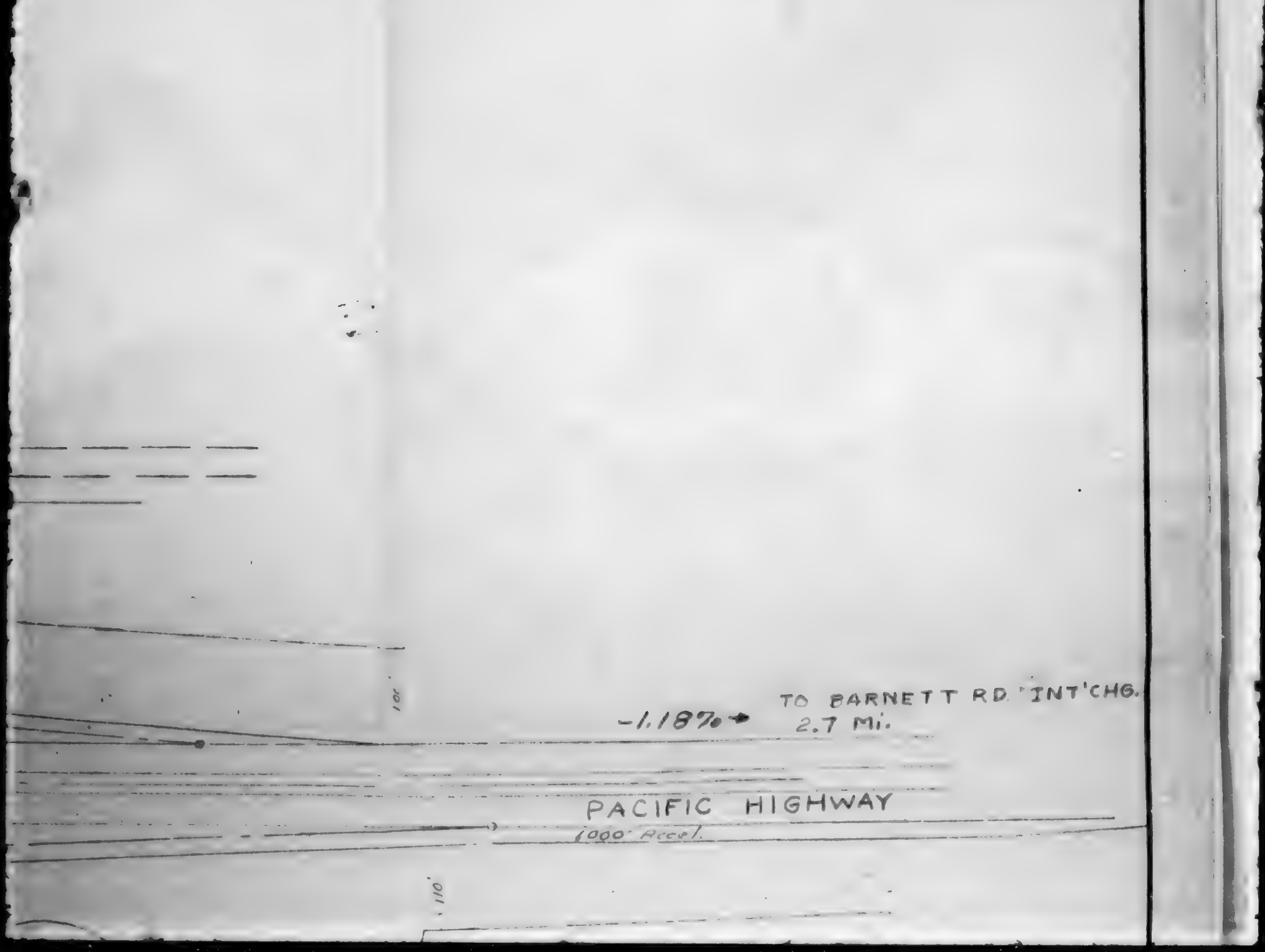
Standard Interchange Layout Sheet



HILTON ROAD

BIDDLE

CITY LIMITS

210'

100'

120'

150'

+1.70890 →

200 SP

TO CENTRAL POINT INT'CHG.
2.47 Mi.

CRATER LAKE HWY.

PACIFIC & EASTERN R.R.

ROAD

1200' Accel.

12' x 200'

30' x 200'

200' VC

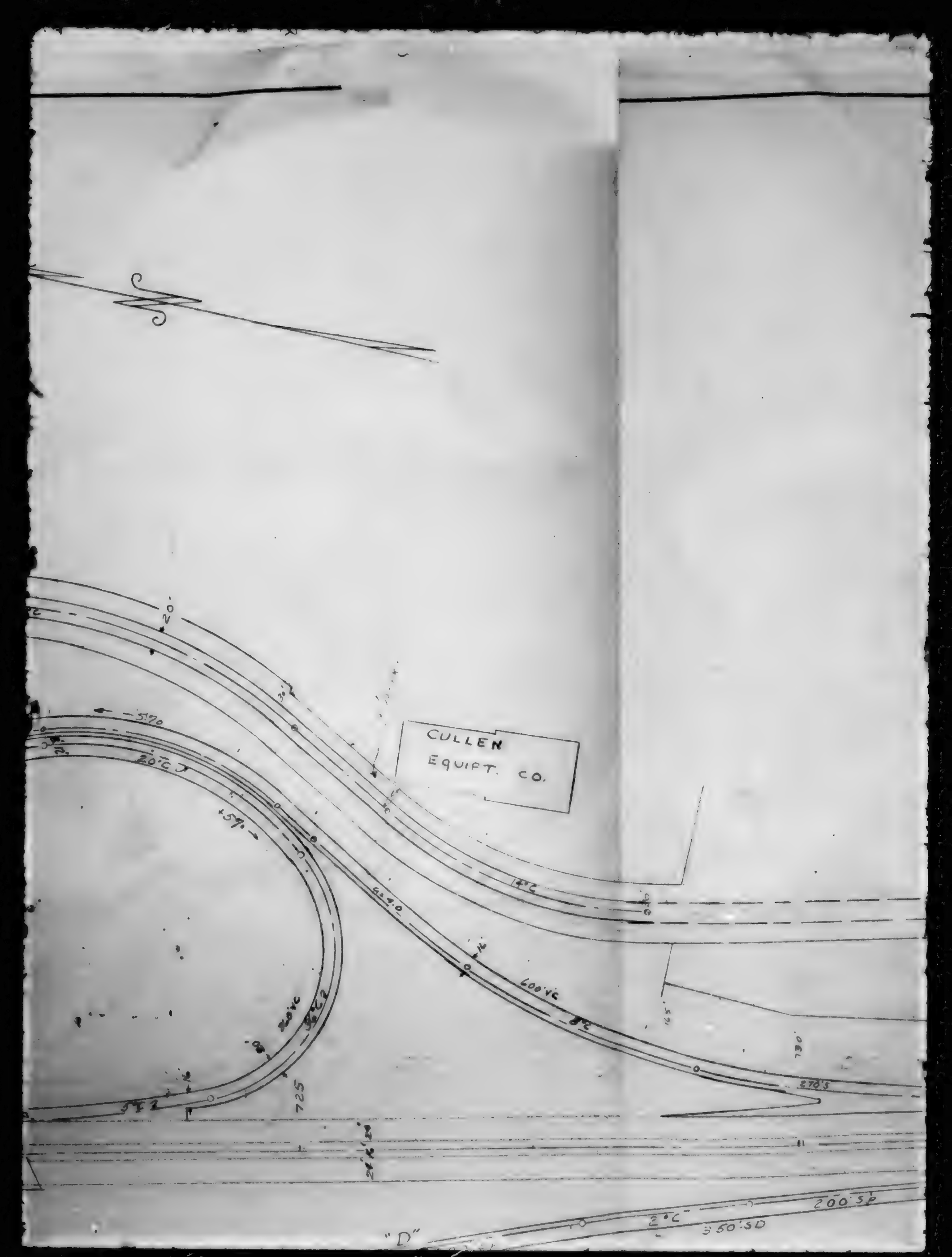
200' VC

200' VC

55' R

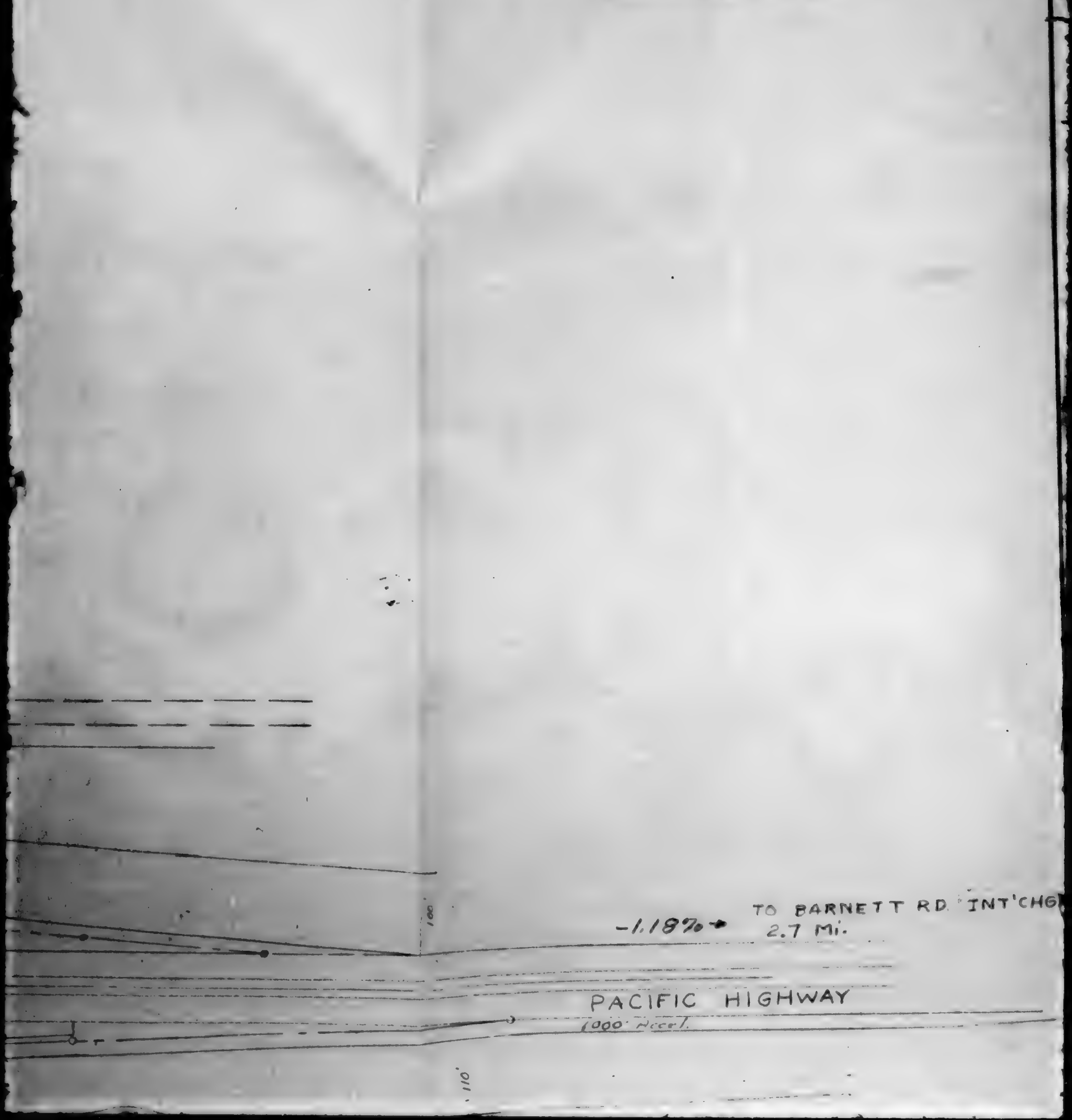
55' R

55' R


CULLEN
EQUIPT. CO.
"D"

SEVEN OAKS – ASHLAND SECTION PACIFIC HWY. JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet



TO CENTRAL POINT INT'CHG.
2.47 Mi.

+1.70870 →

MEDFORD

1975 A.D.T.

1200' Rock

12' x 200'

V200'VC

30 x 200'

200' SP

SD

8°C

-5%

700' SP

"C"

16'

720

20:1 taper

25'

24'

22'

24'

40

C

C.00

100'R

16°C

25'

± Future Private Log Road!

50'

53'

306
500
500

1725

3420

5145

5145

1725

040
685

6' 12' 12'

Typical Un

VC

"D"

200 SP

2°C

360'SD

CREEK

BEAR

BEAR CREEK

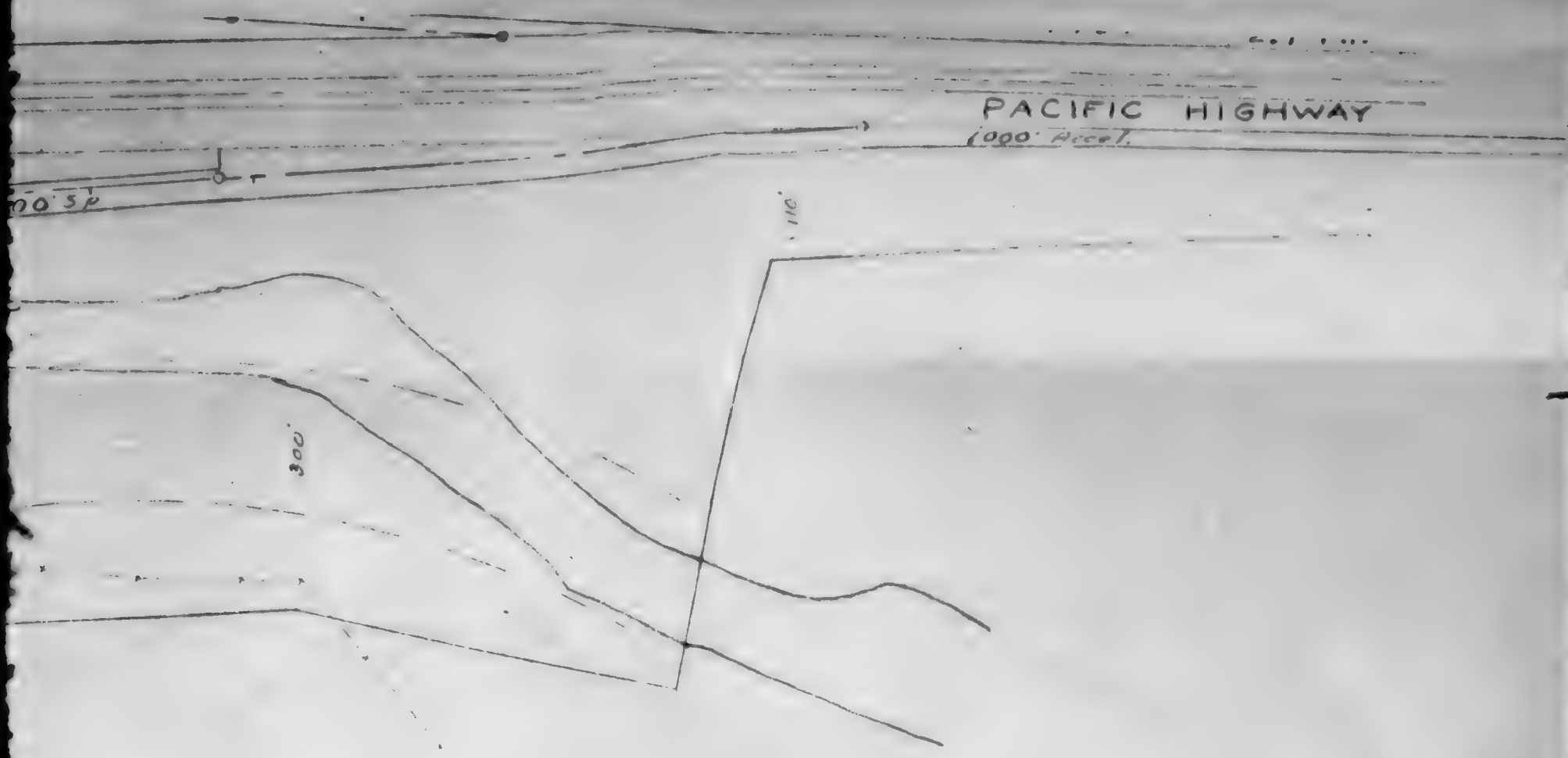
390

310

KBES TV

12' 12' 4' 12' 12' 6'

Under Structure



SCALE: 1" = 100'

FINAL
NOT SUBJECT TO CHANGE

CRATER LAKE INTERCHANGE

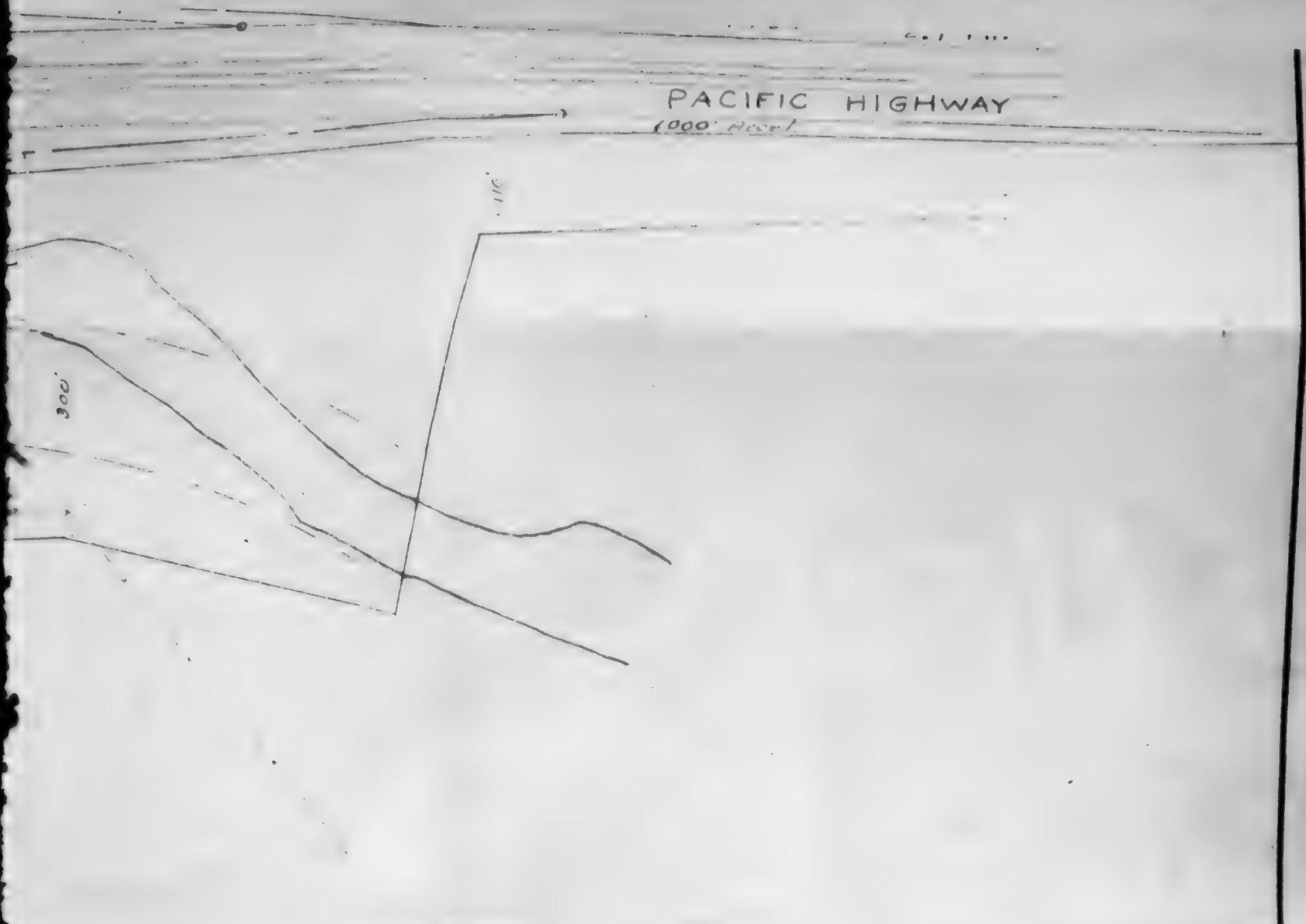
PACIFIC HIGHWAY MILE POST 307.6

Date 6-1-59 Signature

Submitted			Resident Engineer
Approved			Division Engineer
"	10/12/59		Traffic Engineer
"	6-5-59		Bridge Engineer
"	6-8-59		Construction Engr
"	6/15/59		Dep. Highway Engr
"	11/30/59		U. S. B. P. R.

Revised Traffic Counts 10-2-59 L.E.E.

5 Z 24



SCALE: 1" = 100'

FINAL
NOT SUBJECT TO CHANGE

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST 307.67

Date 6-1-59 Signature

Submitted			Resident Engineer
Approved			Division Engineer
"	10/12/59		Traffic Engineer
"	6-5-59		Bridge Engineer
"	6-8-59		Construction Eng'r.
"	6/15/59		Dep. Highway Eng'r.
"	11/30/59		U. S. B. P. R.

Revised Traffic Counts 10-7-59 L.F.E.

5 Z 24

RECEIVED
DEC 1 1959
FOR FILING

COMMISSIONERS
N. C. NELSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 4, 1959

Mr. Everett A. Faber
California-Oregon Television
KBES-TV Channel 5,
Medford, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Replying to your letter of December 2nd requesting a copy of the interchange to Crater Lake Highway, please find attached a print of the existing layout.

We particularly wish to bring to your attention the fact that this is a schematic layout only. The area and the pattern for the interchange have been agreed upon, but there will no doubt be many alterations prior to final completion of the design.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

TE:jww

Attach.

cc W. C. Williams

RECEIVED
DEC - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CALIFORNIA-OREGON TELEVISION

KIEM-TV CHANNEL 3, EUREKA, CALIFORNIA
KOTI-TV CHANNEL 2, KLAMATH FALLS, OREGON
KBES-TV CHANNEL 5, MEDFORD, OREGON

2 December 1959

State Highway Commission, Engineering & Blue Print
Department, Salem, Oregon

Re: Blue Print

Will you please send us a copy of the blue print of date November 18th of the Crater Lake interchange and adjacent property? This will be a copy similar to the ones now in the hands of the City of Medford Public Works Administrator.

Regards,

Everett

Everett A. Faber

EAF:lp

TO CENTRAL POINT INT'CHG.
2.47 Mi.

714

+1.70890 →

200 SP
350 SO

150'
50'
12°C

MEDFORD

100
500
500

4600
4600

1300
1300

1100
1100

2470

2810

6230

6230

3420

2810

340
2470

1040

685

1975 A.D.T.

1200' Accel.

12' x 200'

30' x 200'

200' VC

"C"

-5%

8%

100' SP

16'

720

20:1 taper

25'

100' R

Future Private Log Road

16°C

2400

306

500

500

1725

3420

5145

5145

1725

6' 12' 12' 12'

Typical Unde

VC

72

"D"

200'SP

157'

2°C

360'50

200'S

CREEK

BEAR

390'

BEAR CREEK

310'

KBES TV

2' — 12' — 4' — 12' — 12' — 6'

2 lanes

Under Structure

FINAL
NOT SUBJECT TO CHANGE

SCALE: 1" = 100'

CRATER LAKE INTERCHANGE

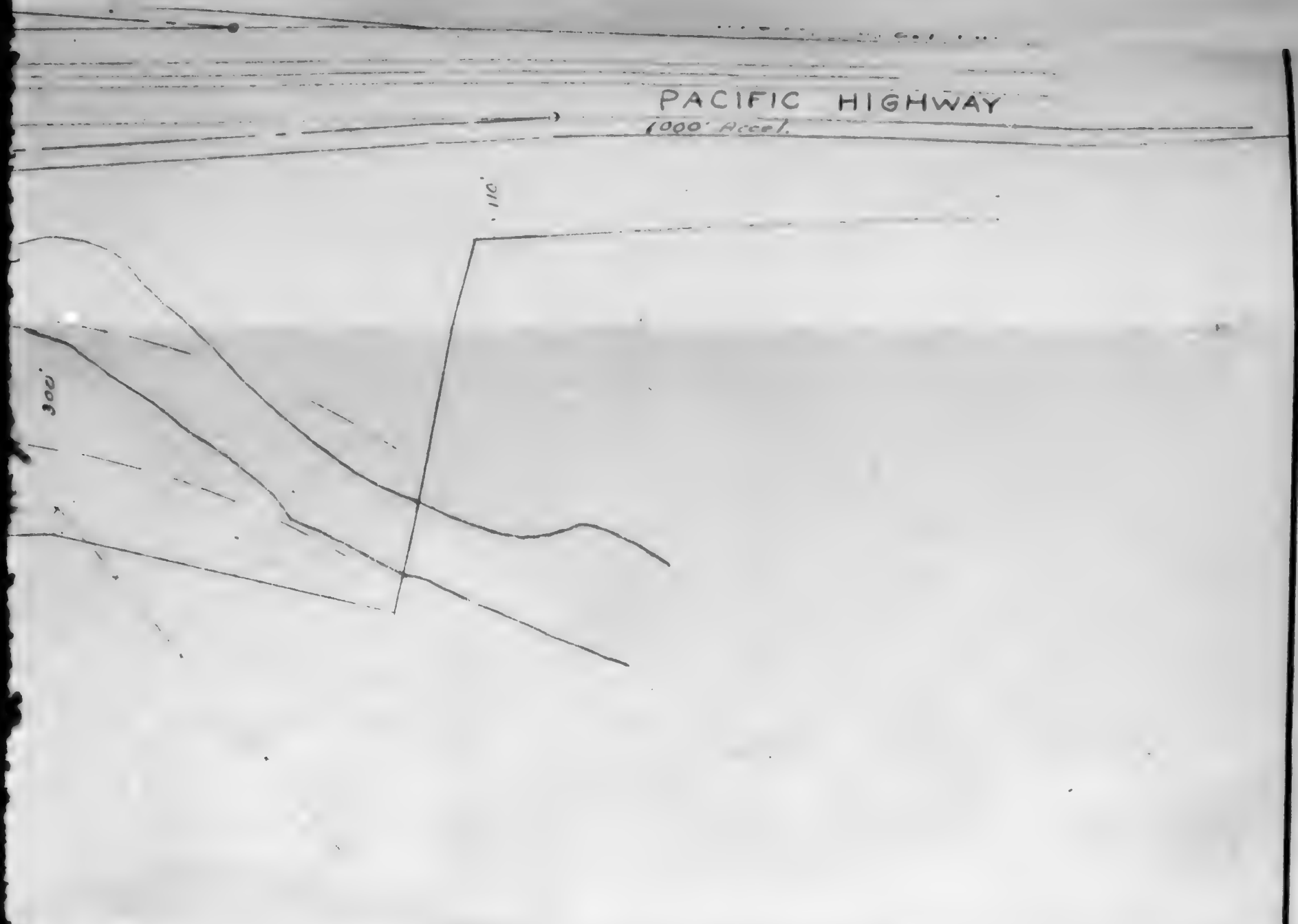
PACIFIC HIGHWAY MILE POST 3

Date 6-1-59 Signature

Submitted			Resident E
Approved			Division E
"	10/12/59		Traffic Eng
"	6-5-59		Bridge Eng
"	6-4-59		Constructi
"	6/15/59		Dep. High
"	11/30/59		U. S. B. P.

Revised Traffic Counts 10-7-59 L.E.E.

5 Z 24



FINAL

NOT SUBJECT TO CHANGE

SCALE: 1" = 100'

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST 307.67

Date 6-1-59 Signature

Submitted			Resident Engineer
Approved			Division Engineer
"	10/12/59	[signature]	Traffic Engineer
"	6-5-59	[signature]	Bridge Engineer
"	6-8-59	[signature]	Construction Eng'r.
"	6/15/59	[signature]	Dep. Highway Eng'r.
"	11/20/59	[signature]	U. S. B. P. R.

Revised Traffic Counts 10-7-59 L.F.E.

5 Z 24

RECEIVED
SEP 29 1959
FOR FILING

1-5-1(43)A

Salem, Oregon
September 28, 1959

Crater Lake Interchange

Mr. R. L. Porter
Office Engineer
O F F I C E

I am attaching a copy of a letter from Mr. Edwards, which refers to a long-standing hassle that we have had with the Bureau of Public Roads over the Crater Lake Interchange.

My purpose in sending this to you is to have you review this matter to be sure that the Bureau cannot pull some technicality out of the hat and use it to refuse participation in any and all costs in connection with the construction of this interchange.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1959

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

RECEIVED

Reply is made to your letter of August 26th concerning the cost of the so-called Bureau plan vs. the State's plan at the Crater Lake Interchange. The facts are these:

1. The State's plan as originally designed cost $2,113,700.

2. The cost of the plan submitted by the Bureau is $2,120,800.

3. The comparison of costs is on a horse vs. rabbit basis in that the Bureau has a narrower median than the State's plan.

4. The Bureau has established limits beyond which they will not participate in either plan.

5. The work outside the Interstate participation limits amounts to $395,700 on the State's plan and $267,700 on the Bureau's plan.

6. The Bureau's letter contends that their plan is $50,000 cheaper to the State and they arrive at this figure by computing the State's 40 per cent contribution on the two figures above quoted, which are outside the limits of Interstate Participation.

I wish to call your attention to the fact that the Bureau is refusing to approve the design they submitted until they receive assurance from us in writing that we will accept the limits of Interstate Participation which they have established, and program the $267,700 to be constructed with "A-B-C" funds. We are, however, proceeding with acquisition of right of way for the pattern which they have established.

Tom Edwards

TE:jw

NOTED

Tom Edwards
Construction Engineer

RECEIVED
SEP 3 1959
FOR FILING

1-5-1(23) 24

5431

Salem, Oregon
August 26, 1959

Crater Lake Interchange

Mr. Tom Edwards
Construction Engineer
O F F I C E

A letter from the Bureau of Public Roads dated July 31, 1959, referring to the Crater Lake Interchange states that:

"If the total amount of funds involved in constructing either of the two alternates is considered, the State's portion for the plan suggested by this office will be approximately $50,000 less than for the plan proposed by the State. There is practically no difference in the amount of Federal funds involved."

I was under the impression that the Bureau plan was going to cost more than the plan we were advocating. Would you give me the word.

file 9/13/59 Cooper

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

IDAHO
MONTANA
OREGON
WASHINGTON

When replying, refer to
08-35.2

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

July 31, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Crater Lake Interchange I-5-1(--)11

Dear Sir:

The limits of Federal Aid Interstate funds as set forth in our June 24, 1959 letter are based on the National and Regional policy of the Bureau applied throughout the country. Your letter of July 17, 1959, concerning the Crater Lake Interchange, objected to the application of these limits since the design of this particular interchange was suggested by the Bureau Office.

The interchange layout previously presented by your Design Department, which included a long connecting roadway from the northerly ramps to Crater Lake Highway, actually included more work that would be ineligible for Interstate funds than does the plan proposed by the Bureau.

If the total amount of funds involved in constructing either of the two alternates is considered, the State's portion for the plan suggested by this office will be approximately $50,000 less than for the plan proposed by the State. There is practically no difference in the amount of Federal funds involved.

We are not in a position to alter the limits of Federal Aid Interstate participation; therefore, item 3 of our June 24, 1959 letter to you must apply as stated to this situation:

> "Bureau policy permits the use of Interstate funds for improving the local crossroad between ramp terminals and any incidental construction outside ramp terminals must be accomplished with funds that are applicable for the particular Federal Aid System to which the local road is assigned."

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

IDAHO
MONTANA
OREGON
WASHINGTON

When replying, refer to
08-35.2

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

June 23, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: I-5-1(--)11 Jackson Boulevard
and Cottage Street Off-Ramps

Dear Sir:

Our approval of the Jackson Boulevard and Cottage Street off-ramps in the Medford area was requested in your letter of May 19, 1959.

We feel that the two full interchanges, one at the Barnett Road and the other at Crater Lake Highway are adequate for the city of Medford. The operational difficulties and the resultant confusion to a motorist makes this type of connection to a freeway undesirable. These ramps would encourage local movements on the freeway between Crater Lake interchange and Jackson Boulevard off-ramp and between Barnett road interchange and Cottage Street off-ramp. The short distance between the ends of the acceleration lane and the beginning of the off-ramps does not leave sufficient room for adequate signing. The local street system from the ramp terminals into downtown Medford would be quite congested. The Jackson Boulevard off-ramp terminates close to a narrow structure crossing Bear Creek, which further complicates the problem.

It is contrary to the policy of the Bureau to approve connections of this type to a freeway when adequate service to a community is being provided at interchanges on each side of the city. We feel that these ramps would be detrimental to freeway operation and request that they be omitted from the planned facility.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

Copy to [illegible]
Bring up for July 13
Aug 10

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT
408 State Highway Building
Salem, Oregon

June 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon I-5-1(--)11
Crater Lake Interchange

Dear Sir:

Your letter of June 8, 1959 referring to the Crater Lake Road Interchange in Medford requested Interstate participation for three items as a condition for acceptance of a design proposed by this office.

The participation of Interstate funds covering items incidental to the construction of the Interstate Highway is governed by a nationally applied policy of the Bureau. This policy as applied to the three items as listed in your letter is as follows:

1. The relocation of the Medford Corporation Railroad. This relocation as necessary to remove the hazard of the railroad grade crossing will be eligible for Interstate funds.

2. The relocation of Biddle Road to standards required by Jackson County and the city of Medford. The relocation of Biddle Road as shown on the preliminary plan sheet and replaced to standards substantially the same as those of the existing road is eligible for Interstate funds.

3. All necessary widening of Crater Lake Highway that may be required to make this design operational. Bureau policy permits the use of Interstate funds for improving the local crossroad between the ramp terminals. Any incidental construction outside ramp terminals must be accomplished with funds that are applicable to the particular Federal Aid system which the local road is assigned. Therefore Interstate funds would be applicable for the improvement of Crater Lake Highway from a point just east of the relocated Biddle Road to a point just east of the Bear Creek structure. Any widening or improvement of Crater Lake Highway, beyond these limits would have to be done with funds other than Interstate.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 11 1959
FOR FILING

June 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On May 27, 1959, you sent this office two prints of the Crater Lake Interchange as suggested by the Bureau of Public Roads. Incorporated are several features suggested by your office and we are proceeding under the assumption that this design has your approval.

This design is acceptable to the Oregon State Highway Department if the following items are eligible for interstate participation:

(1) The relocation of the Medford Corporation Railroad.

(2) The relocation of Biddle Road to the standards required by Jackson County and City of Medford.

(3) All necessary widening of Crater Lake Highway that may be required to make this design operational.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

GKA:jp fn

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8

408 State Highway Bldg.
Salem, Oregon

May 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
MAY 28 1959
NOTED.. CE ACE ACE OME

Re: Oregon I-5-1(—)11
Crater Lake Interchange

Dear Sir:

Your letter of May 4, 1959, concerning the proposed Crater Lake road interchange, points out that your traffic engineer objected to a diamond interchange. It further states that an intolerable condition would be created at the ramp termini. We fail to see where the interchange plan proposed by you will eliminate the situation pointed out. It will only translate it to another point on Crater Lake Highway. Federal-aid Interstate funds could not participate in the cost of construction of the long connecting roadway from the ends of the northerly ramps to Crater Lake Highway.

The major traffic movement in this interchange is to and from the north. To eliminate the basic objection to a diamond interchange, a loop could be constructed in the S. E. quadrant, thereby eliminating the ramp connection requiring the high left turn movement.

It is possible to construct a loop in the S. E. quadrant and have the northbound off-ramp and Biddle road both miss the Cullen Equipment Company. The southbound off and on movements can be accommodated by regular diamond type ramps. It still will be desirable with this plan to relocate the railroad to the north of the interchange area.

We are attaching two prints of a layout incorporating the suggested features. The City of Medford will be adequately served with a well functioning interchange if a design of the type proposed in this letter is adopted.

NOTED
G. K. ATTIG

RECEIVED

Very truly yours,

C. G. Polk
Division Engineer

Attachments

RECEIVED
MAY - 1959
FOR FILING
1-2-1 (23) 24
2711

May 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We attach prints of the proposed interchange at the Crater Lake Highway on the Table Rock Road-Barnett Road Section of Interstate 5 at North Medford. Many plans have been investigated in this area. In all instances, we find the basic facts to be as follows:

(1) There is need of movement from the city of Medford northbound to the freeway.

(2) There is need of movement southbound from the freeway to Medford.

(3) There is need of movement from the Crater Lake Highway westbound to the freeway southbound.

(4) There is need of movement from the freeway northbound to the Crater Lake Highway eastbound.

These basic moves comprise 9/ per cent of the needs of the area. There is a good interchange situation at Barnett Road, with a slip ramp at 12th Street to serve the needs of all northbound traffic wishing to interchange with Medford. There is an interchange opposite Central Point which is the shortest and most direct move for interchange of traffic between the Crater Lake Highway and the freeway if the traffic is from east to north or vice versa. A secondary service for east to north or vice versa traffic is through the Bear Valley Secondary.

The interchange area is complicated by the Medford Corporation Railway. This will remain in service either as a railway or as a private truck road for an indefinite time. It is further complicated by the location of Southern Oregon Broadcasting Company's television station KBES-TV in the southeast quadrant of the intersection of Bear Creek and the Crater Lake Highway.

We have investigated thoroughly the Bureau's request for revision of the Medford Corporation Railway and the construction of a diamond interchange at this point. No appreciable saving can be made in construction and right-of-way costs. The diamond interchange is further undesirable in that our Traffic Engineer advises us that an intolerable situation would be created on the Crater Lake Highway at the termini of the diamond ramps, the situation being further complicated by the proximity of Biddle Road, which is a rather heavily traveled arterial. We are further informed by our Urban Engineer that he has had discussions with members of the Bureau staff, who concur in this belief.

We wish to point out that this situation has been under study for something over four years and that always the same basic conclusion is reached as outlined in Steps 1 to 4 above. The situation is further becoming critical in that commercial development is encroaching upon the area to the south of this interchange as evidenced by correspondence attached.

It appears that further delay in approval of a final plan at this point is not in the public interest and will result in financial distress both to the public jurisdictions constructing the highway and to the individuals attempting to develop property in the area. We therefore request your concurrence in the design of the Crater Lake Interchange as originally presented and as reiterated by the drawings attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. B. Crandall

TE::jw fn

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1959

SUBJECT: File No. 29061 - Hill
Table Rock Road-12th Street Unit
Pacific Highway
Jackson County

To: Mr. Tom Edwards
Construction Engineer
O f f i c e

Attention Mr. D. J. Barbee

We forward herewith photo copies of a letter from Mr. Larry Holt, together with map attachment pertaining to the possibility of substantial savings in cost of rights of way on this project.

The motel mentioned by Mr. Holt presents a rather critical problem, and an early effort to negotiate should be made whether or not a revision of the right of way width is considered to be in order.

In the same vicinity, a shopping center is rapidly approaching the development stage. This, likewise, is a situation calling for early programing, so that we may dispose of our right of way matter prior to advanced planning of this construction.

Will you advise us if you feel that consideration should be given to a revision of right of way width through the area discussed in Mr. Holt's letter. It would also be very helpful to us if every effort could be bent toward early programing of the Table Rock Road-12th Street Unit, even though it be necessary to except the area of the Crater Lake Highway Interchange.

Jay: We have an additional parking problem at the motel property which I'd like to discuss with you. Walt

WTW:ng

Attachments

REFERRED TO
Barbee
By Asst. Construction Engineer

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

CONSTRUCTION DIVISION
RECEIVED
APR 29 1959
ROUTED-

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
APR 28 1959
LEGAL DEPT.

April 27, 1959
Roseburg

SUBJECT: Right of Way Widths
Table Rock Road-12th Street Unit
Pacific Highway
Jackson County

To: Walter T. Wright
Right of Way Engineer
State Highway Building
Salem, Oregon

I am attaching a sketch map of our location between stations 772 and 792 on subject unit of highway. Shown thereon in red are improvements other than those originally tied.

Of particular concern to me at this time is the motel now being constructed on file 29061. This property represents an investment of about $120,000 and an additional 30 units are contemplated which will cost about $75,000. I have attempted to show on the tracing how the proposed units will be located from my memory of the contractor's drawings, which I have seen. It should be observed that the proposed right of way clears the present structure by 1.5' and destroys a considerable amount of parking which was to serve the motel. I believe very serious consideration should be given to reducing the width of right of way taken to any extent possible through this area, with special attention being given to this motel.

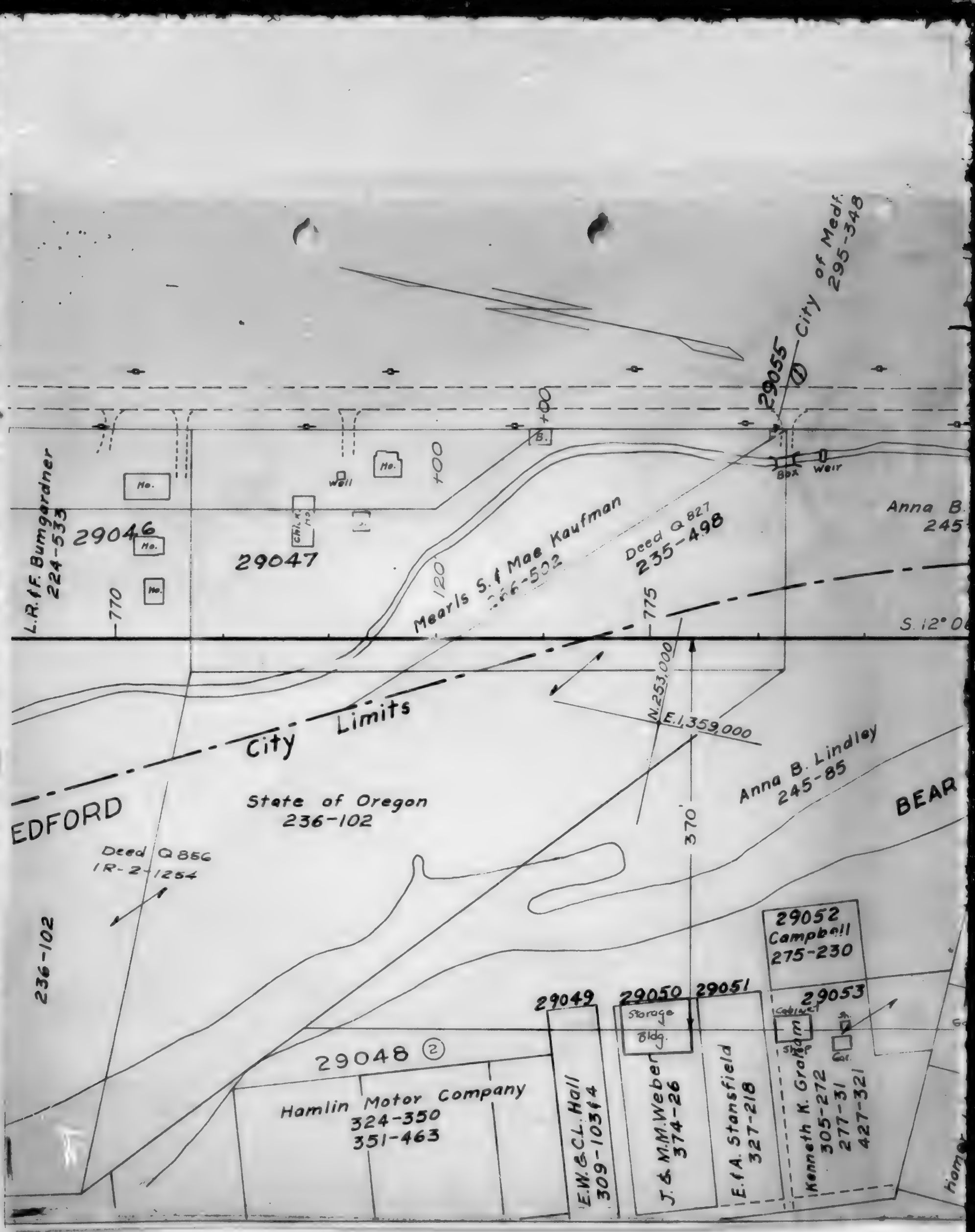
Also shown on the tracings are alternate right of way lines drawn at 50' intervals. The estimated costs on the various widths are tabulated below:

File	370'	320'	270'
29061	$40,000	$20,000	$ 5,000
29060	15,000	10,000	5,000
29059	10,000	5,000	2,500
29058	4,500	- -	- -
29056	25,000	24,000	20,000
29054	7,500	3,000	1,500
29052	500	500	250
29053	8,000	- -	- -
29051	500	- -	- -
29050	9,000	- -	- -
29049	250	- -	- -
29048	7,500	7,000	6,000
	$127,750	$69,500	$40,250

I believe it would be proper for the present purpose to prorate the values assigned for any intervening distance that might be desired. I would appreciate any information you could supply that will help clarify the situation.

Laurence A. Holt
Right of Way Supervisor

LAH/ce
Encl. sketch map


City of Medf.
295-348
29055
+00
+00
B.
Box
Weir
Well
No.
No.
No.
No.
Ch. K.
Ho.
L.R.1F. Bumgardner
224-533
29046
29047
770
120
Mearls S. & Mae Kaufman
266-502
Deed Q 827
235-498
775
Anna B.
245
S. 12° 06
N. 253,000
E. 1,359,000
City Limits
EDFORD
State of Oregon
236-102
Deed Q 856
1R-2-1254
236-102
370'
Anna B. Lindley
245-85
BEAR
29052
Campbell
275-230
29053
29049
29050
29051
Storage
Bldg.
Cabinet
29048 (2)
Hamlin Motor Company
324-350
351-463
E.W.&C.L. Hall
309-103&4
J. & M.M. Weber
374-26
E.I.A. Stansfield
327-218
Kenneth K. Graham
305-272
277-31
427-321

36" C.I. Pipe 50'

The California
178-2

G.

Ho.

Ho.

24" Metal Pipe 44'

Fish Screen

Shack

Anna B. Lindley
245-85

29048 (1)

Rogue River Valley Irrigation District
230-452

Spillway

Conc.

780

785

S. 12° 06' 50" E.

BEAR

29056

Oliver Burns Eldridge
317-373

29054

Homer J. & Margaret C. Player
235-390
281-3 D3

Gar

Cook Cook

29058

C. W. & Edith Harwood
235-99

(Fd.) Lead Plug in Stone
Cor. D.L.C. #42
S.W. Cor. Gov. Lot 6
N. 252,551.36
E. 1,358,127.35

Ho.

Ho.

G.

29059

Cabin

Cabin

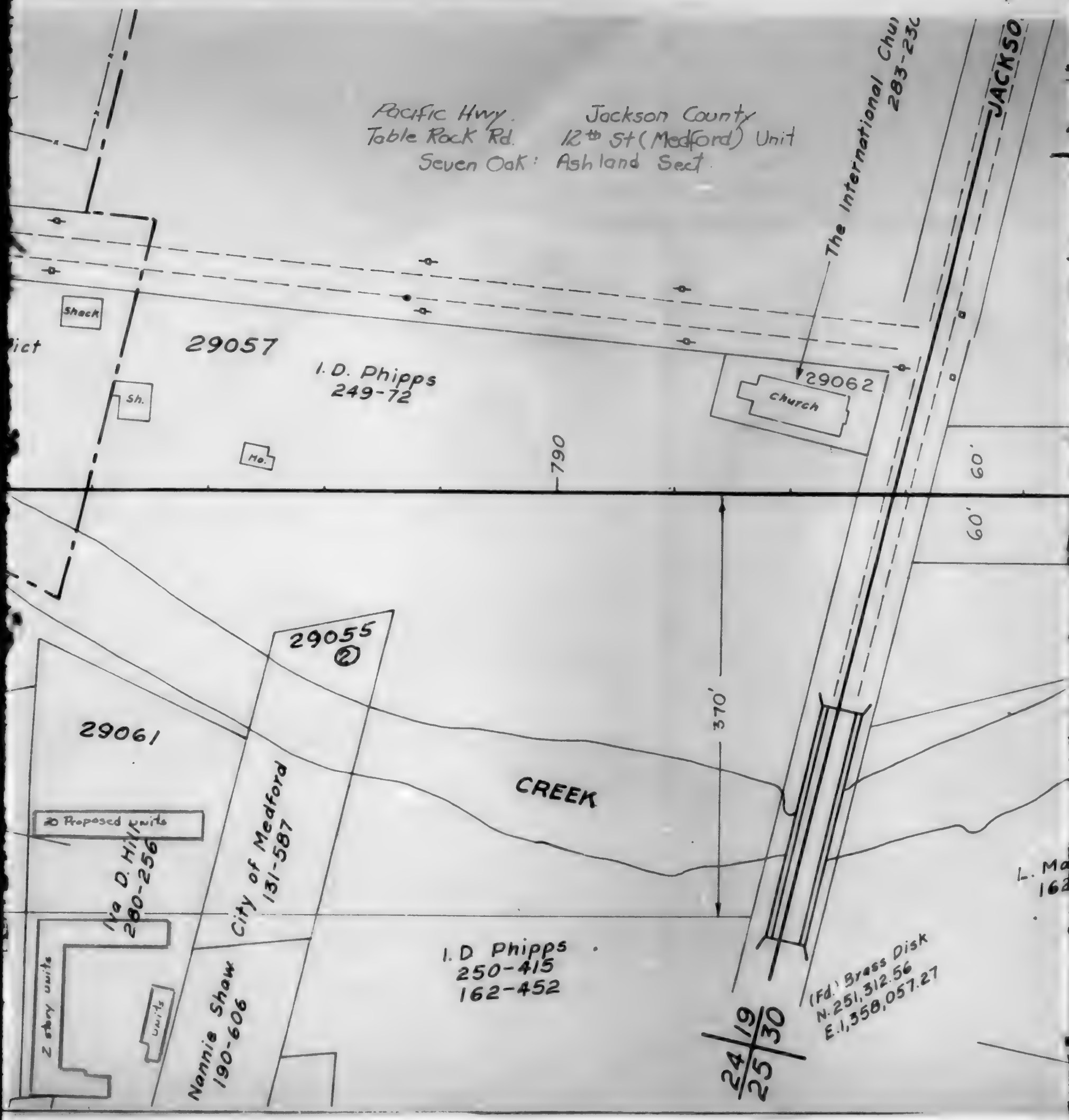
Samuel & Olive C. Yates
304-432

Arthur F. Reinking et ux
282-385

29060

20 Proposed

2 story units


Pacific Hwy.
Table Rock Rd.
Seven Oak: Ashland Sect.
Jackson County
12th St (Medford) Unit
The International Chu
283-23
JACKSO
Shack
29057
I. D. Phipps
249-72
Sh.
Ho.
790
29062
Church
60'
29055
2
29061
370'
CREEK
20 Proposed units
Na D. Hill
280-256
City of Medford
131-587
2 story units
units
Nannie Shaw
190-606
I. D Phipps
250-415
162-452
(Fd.) Brass Disk
N. 251,312.56
E. 1,358,057.27
19
30
24
25

Pacific Hwy.
Table Rock Rd.
Seven Oak: Ashland Sect.

Jackson County
12th St (Medford) Unit

The International Chu
283-23

JACKSO

City
2

Phipps
9-72

29062
Church

790

60'

795

60'

370'

220'

+00

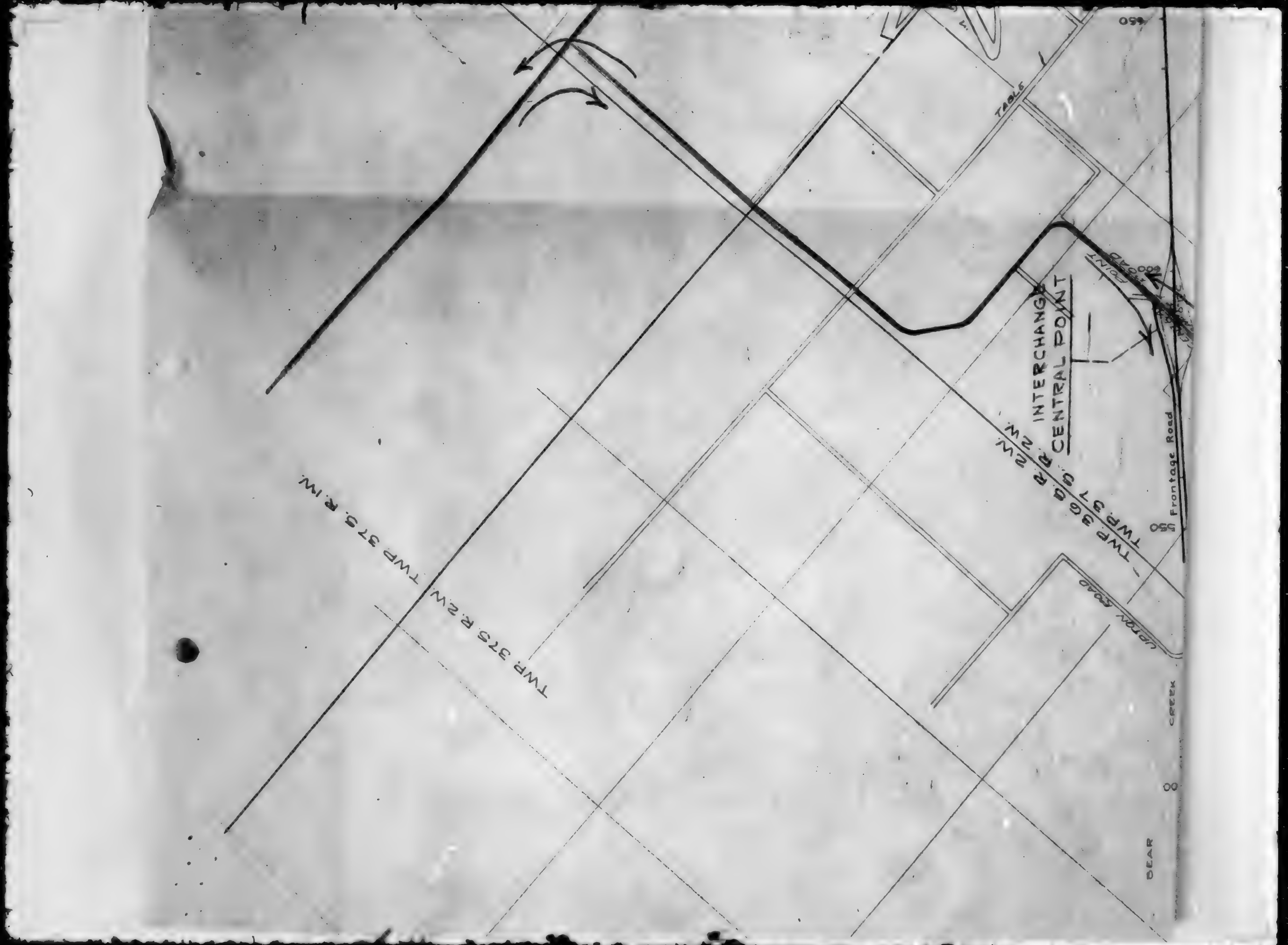
CREEK

L. May Phipps
162-453

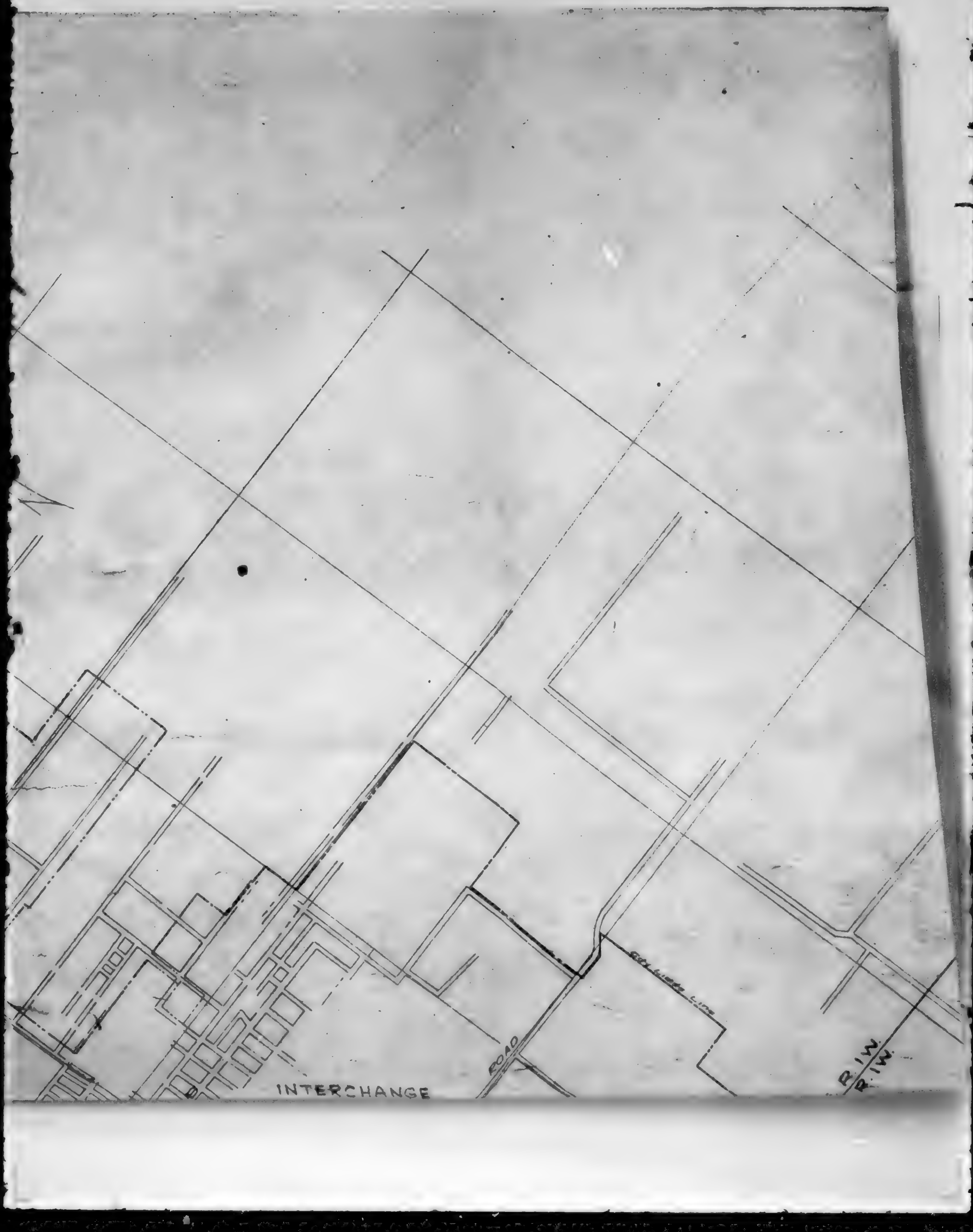
I. D Phipps
250-415
162-452

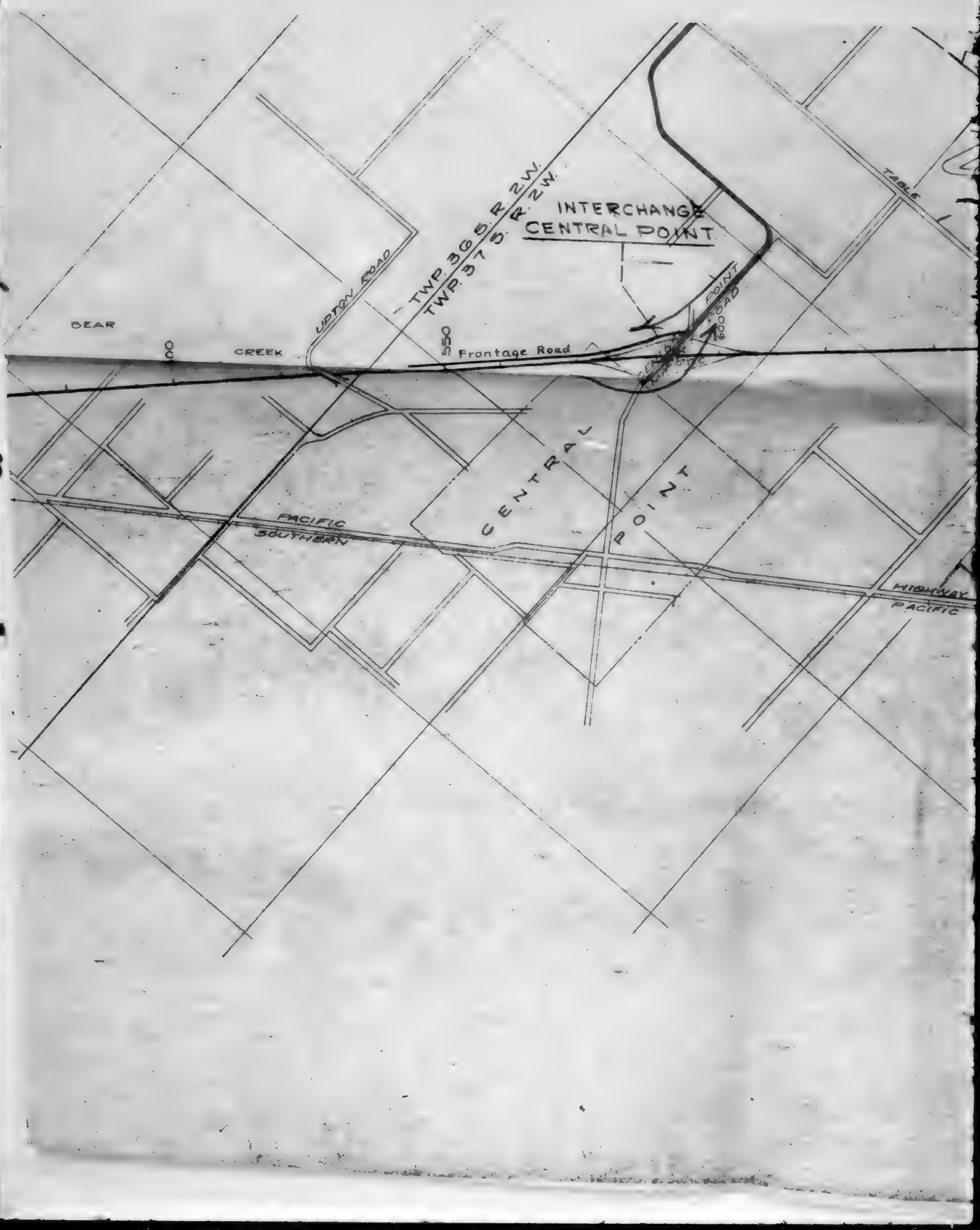
(Fd.) Brass Disk
N. 251,312.56
E. 1,358,057.27

19 | 30
24 | 25


TWP 37S R2W
TWP 37S R1W
TWP 36 S R 2 W
TWP 37 S
INTERCHANGE
CENTRAL POINT
TABLE
Upton Road
Frontage Road
DEAR
CREEK

INTERCHANGE
CRATER LAKE
MUNICIPAL AIRPORT
HIGHWAY
LAKE
CRATER
ROCK
RIDDLE
ROAD
650
ROAD
Rd.


INTERCHANGE
ROAD
R.I.W.
R.I.W.


INTERCHANGE
CENTRAL POINT
TWP. 36 S. R. 2 W.
TWP. 37 S. R. 2 W.
UPTON ROAD
BEAR
CREEK
Frontage Road
POINT ROAD
TABLE
CENTRAL
POINT
PACIFIC
SOUTHERN
HIGHWAY
PACIFIC

MAJOR DESIRE LINES →

OREGON STATE HIGHWAY DEPARTMENT

Scale 1" = 2000' MAY 1, 1959 A.T.B.

MAIN L
"
INTER
STR
TOTAL
R/W
GRA

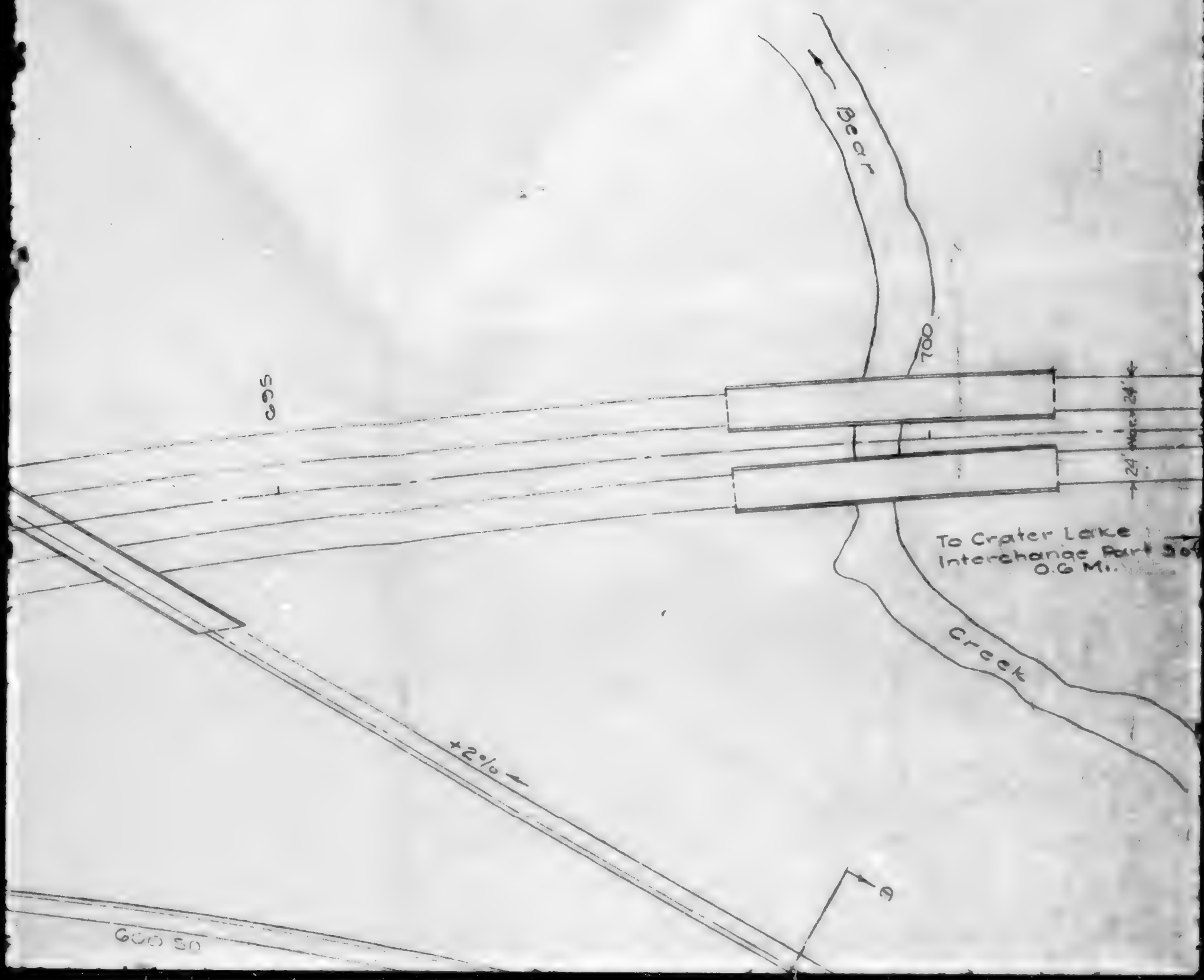
4

MAIN LINE GRADING	$442,500
" " SURFACING	273,000
INTERCHANGE GRADING	361,800
" SURFACING	274,500
STRUCTURES	684,700
TOTAL CONST. COST	$2,036,500
R/W COST	118,100
GRAND TOTAL	$2,154,600

685
650

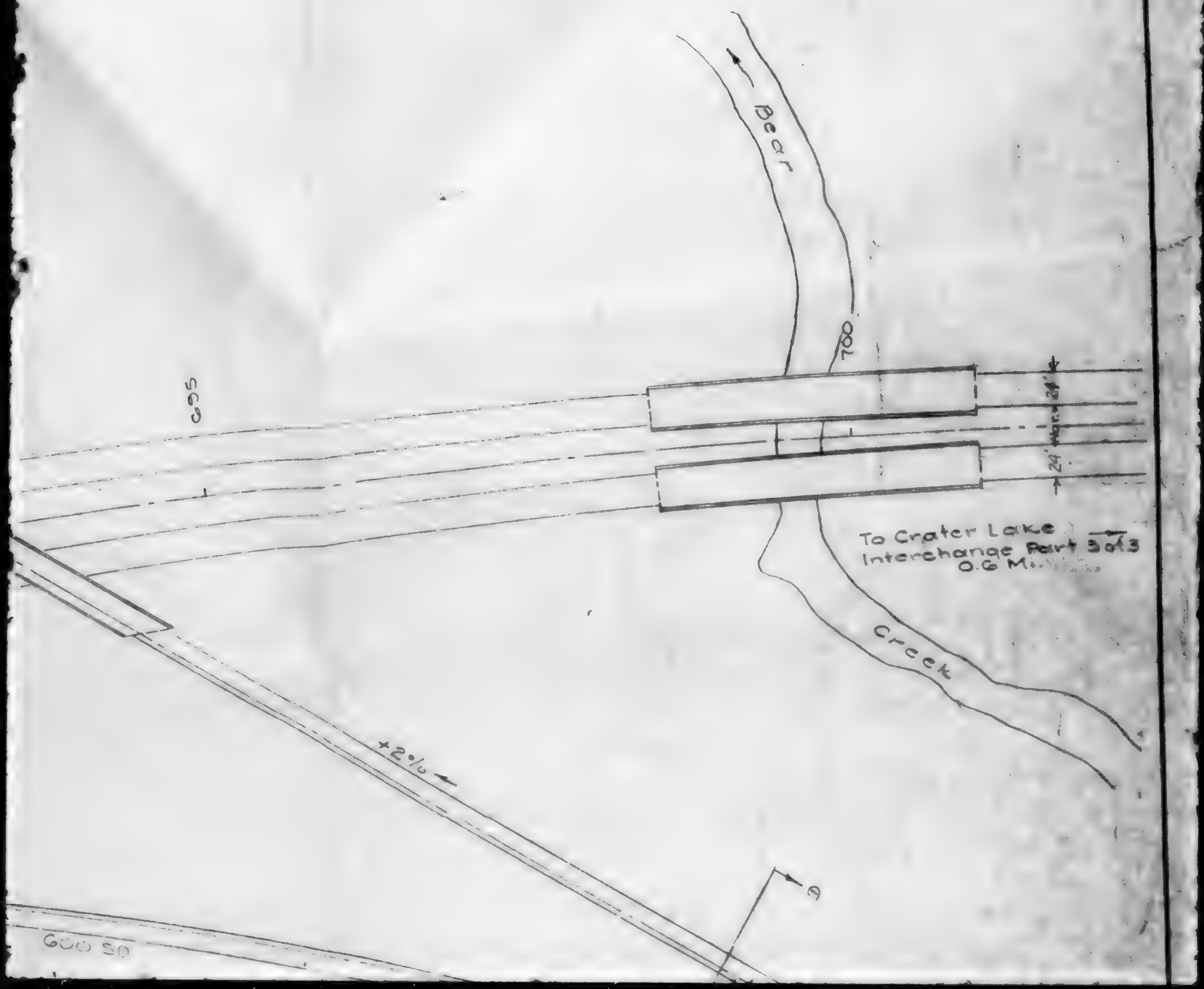
SEVEN OAKS~ASHLAND SECTION PACIFIC HIGHWAY JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

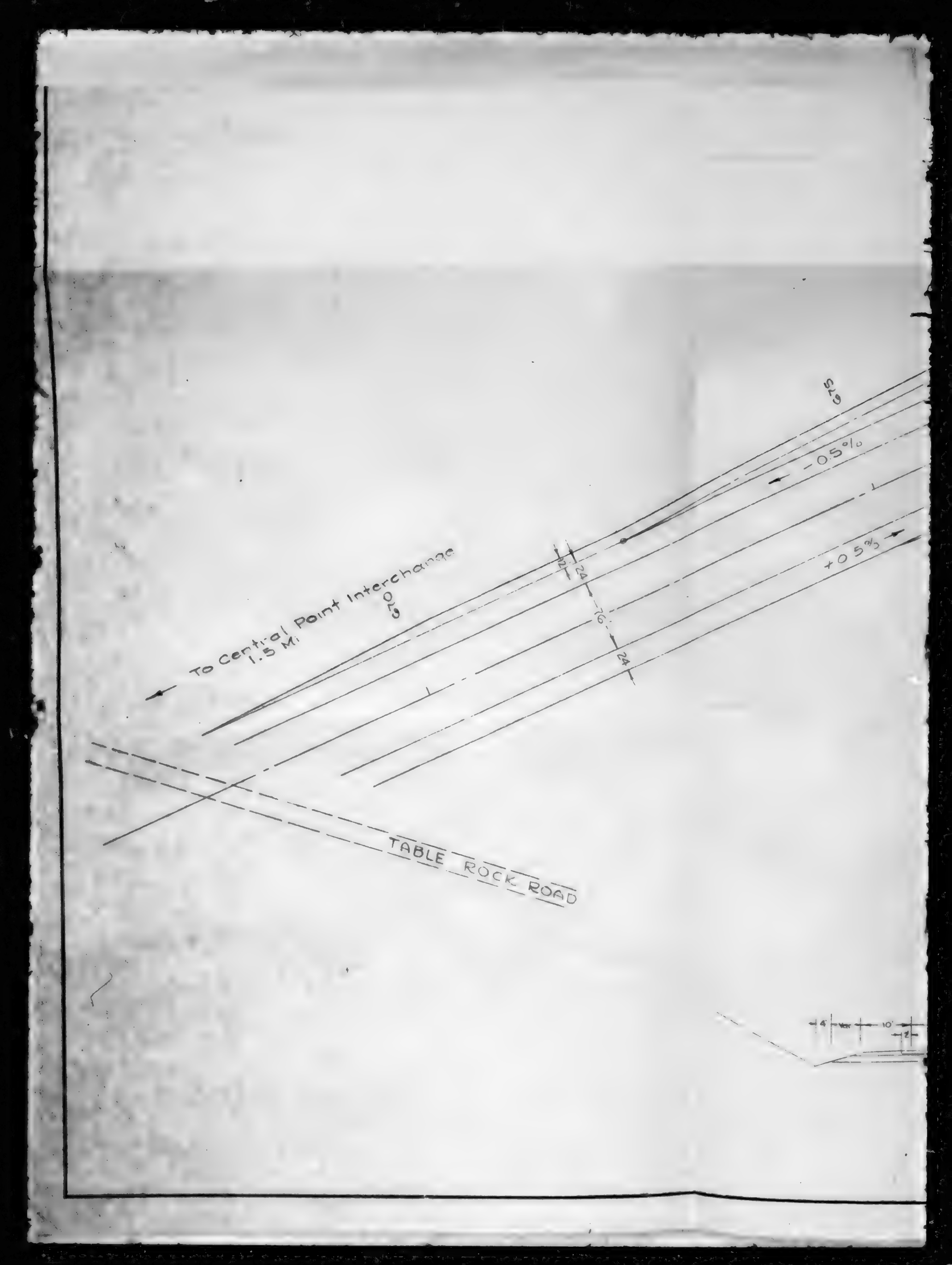
Standard Interchange Layout Sheet

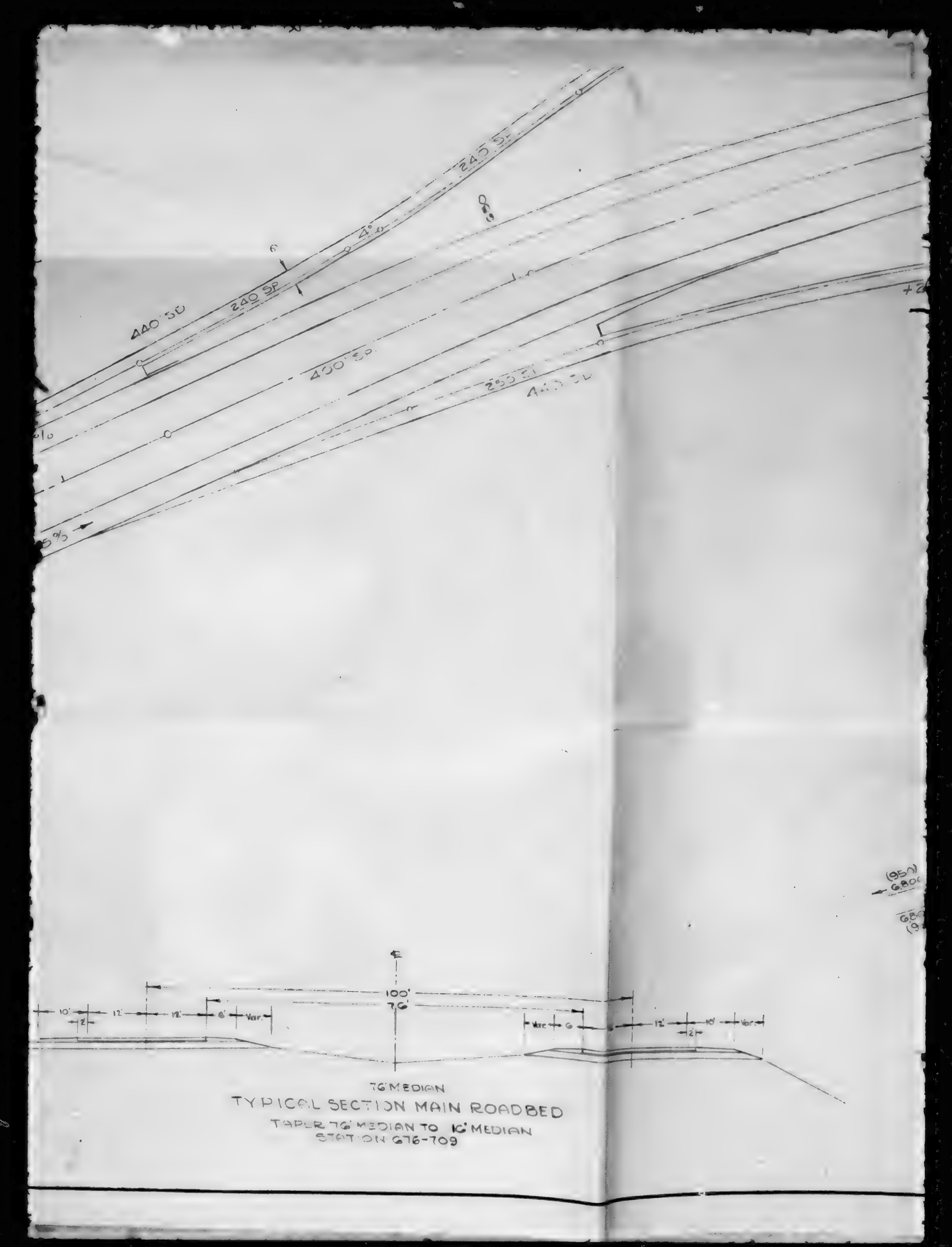


SEVEN OAKS~ASHLAND SECTION PACIFIC HIGHWAY JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet



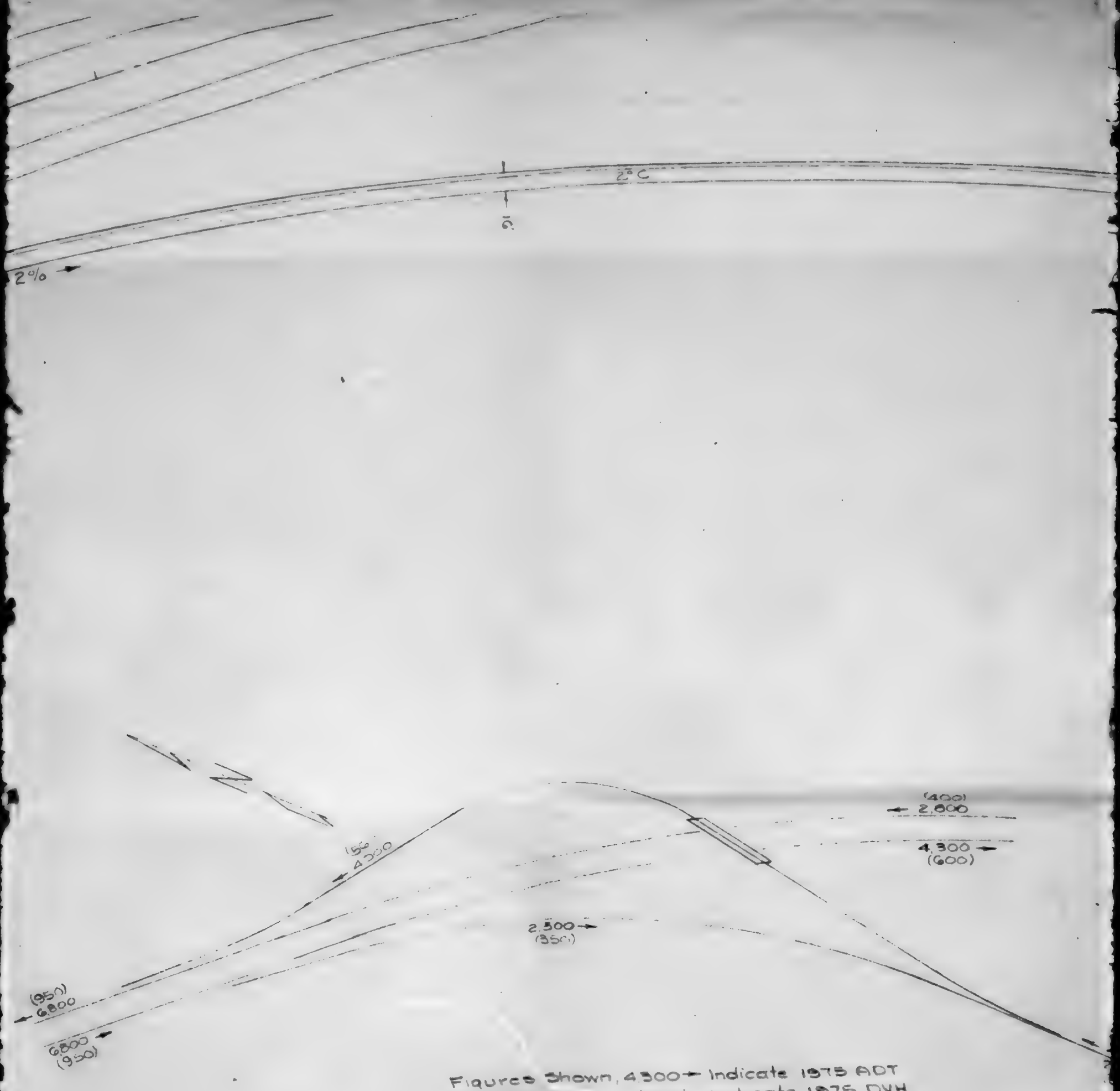

To Central Point Interchange
1.5 Mi
-0.5%
+0.5%
24
76
24
TABLE ROCK ROAD



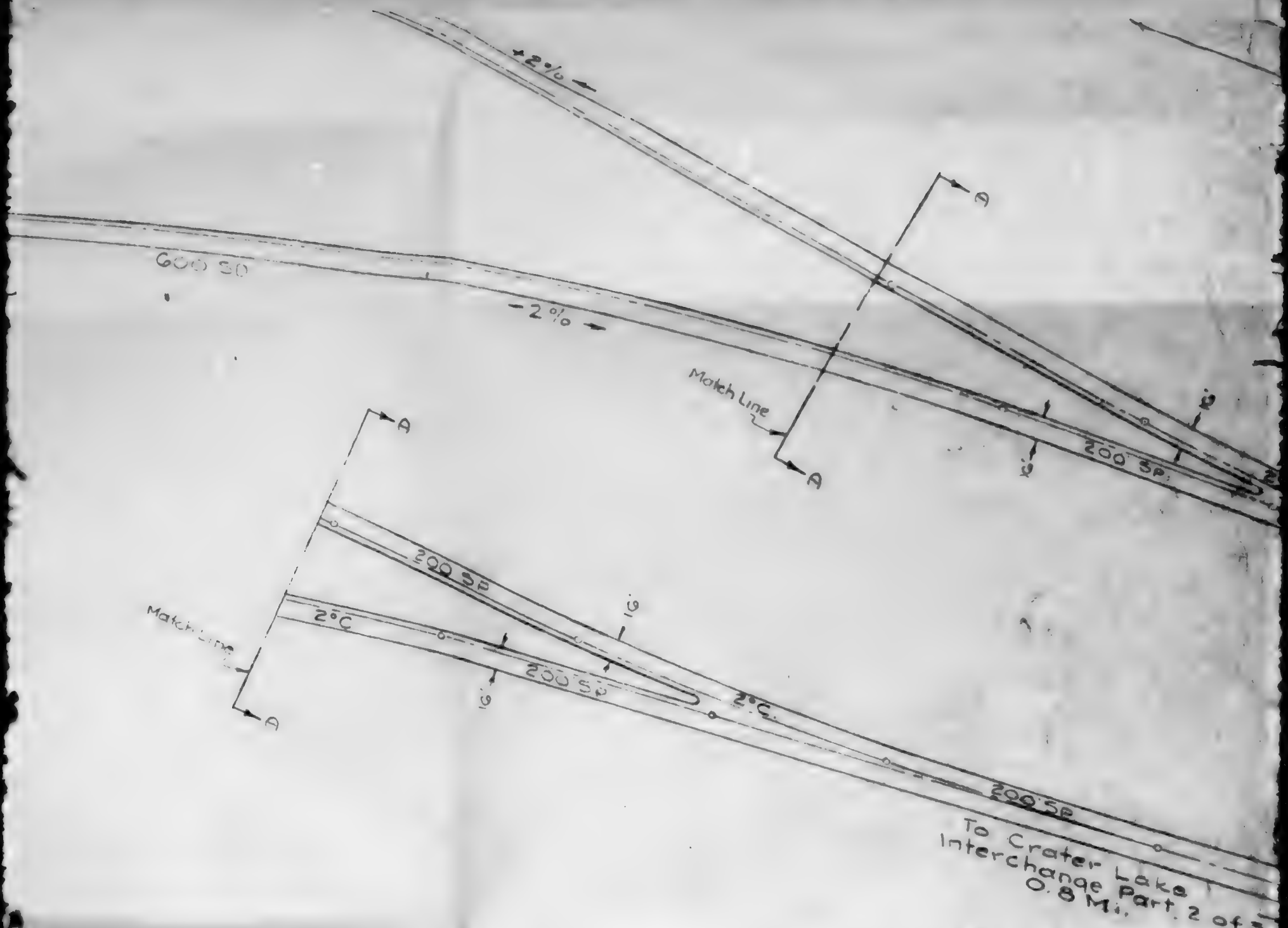
76' MEDIAN

TYPICAL SECTION MAIN ROADBED

TAPER 76' MEDIAN TO 16' MEDIAN
STATION 676-709



Figures Shown, 4,300 ← Indicate 1975 ADT
Figures Shown, (600) Indicate 1975 DVH



SCALE 1" = 100'

(560)
4 000'
2 500'
(350

PART 1 OF 3 CRATER LAKE INTERCHANG

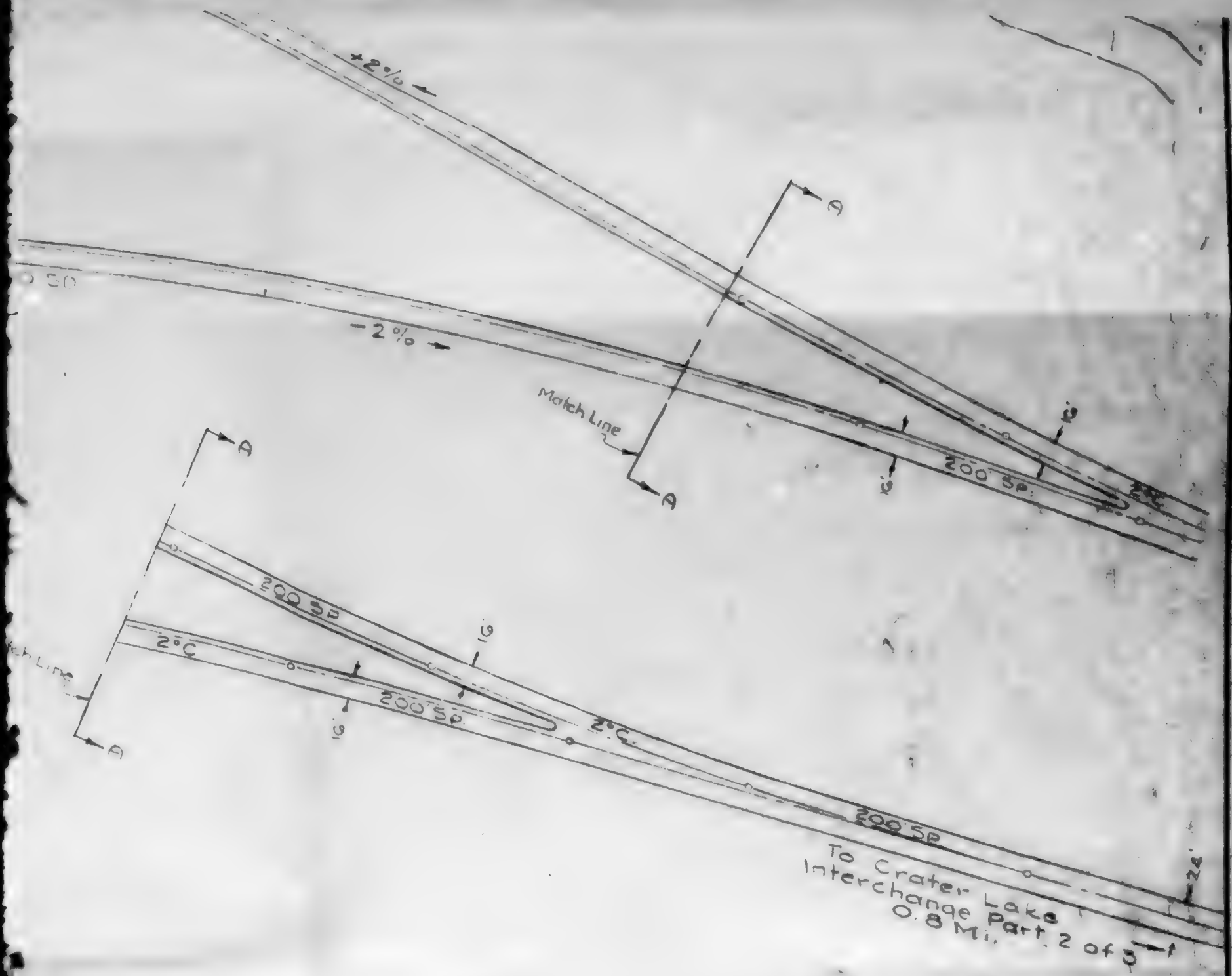
NORTH MEDFORD INTERCHANG

MILE POST

Date 12/18/57 Signature Earl C Purdy

Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"	1-14-58	Ivan D Mercham	Bridge Engineer
"	12-30-57		Construction Eng'r.
"	4/29/58		Dep. Highway Eng
"			U. S. B. P. R.

5-Z-7



PART 1 OF 3 CRATER LAKE INTERCHANGE

SCALE 1" = 100'

NORTH MEDFORD INTERCHANGE

MILE POST

Date 12/18/57 Signature Earl C Purdy

Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"	1-14-58	Lyman D. Merchant	Bridge Engineer
"	12-30-57	[illegible]	Construction Eng'r.
"	4/29/58	[illegible]	Dep. Highway Eng'r.
"			U. S. B. P. R.

Part 2 of 3

5-Z-7

To Crater Lake

Medford Loop

Railroad

To North Medford Interchange 0.6 Mi.
Part 1 of 3 Crater Lake Interchange

Cullen Equipment Co.

8°

16'

-4%

350 SD

200 SD

2°

16'

MOVE

9'

+4%

350 SD

2°

Beer

MORROW ROAD

BIDDLE ROAD

200 SP

+ 2%

200 SP

- 2%

SEVEN OAKS ~ ASHLAND SECTION

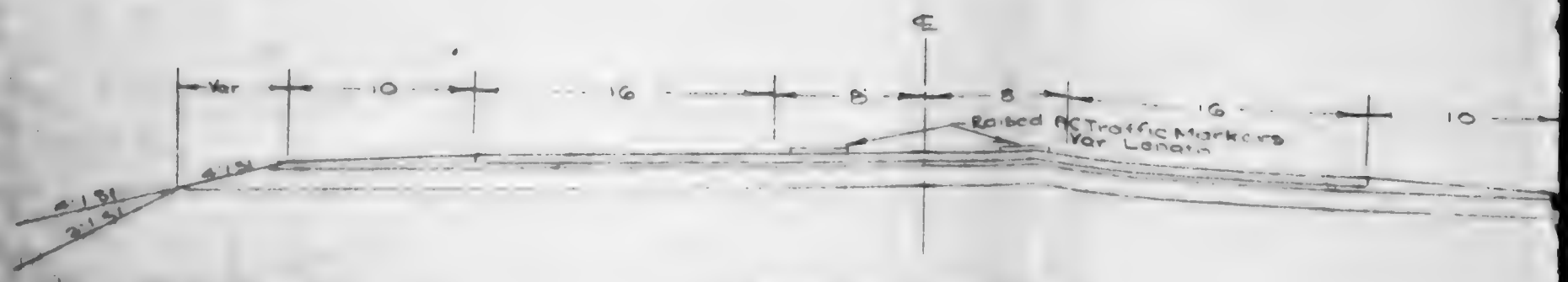
PACIFIC HIGHWAY JACKSON COUNTY

SHEET No.				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

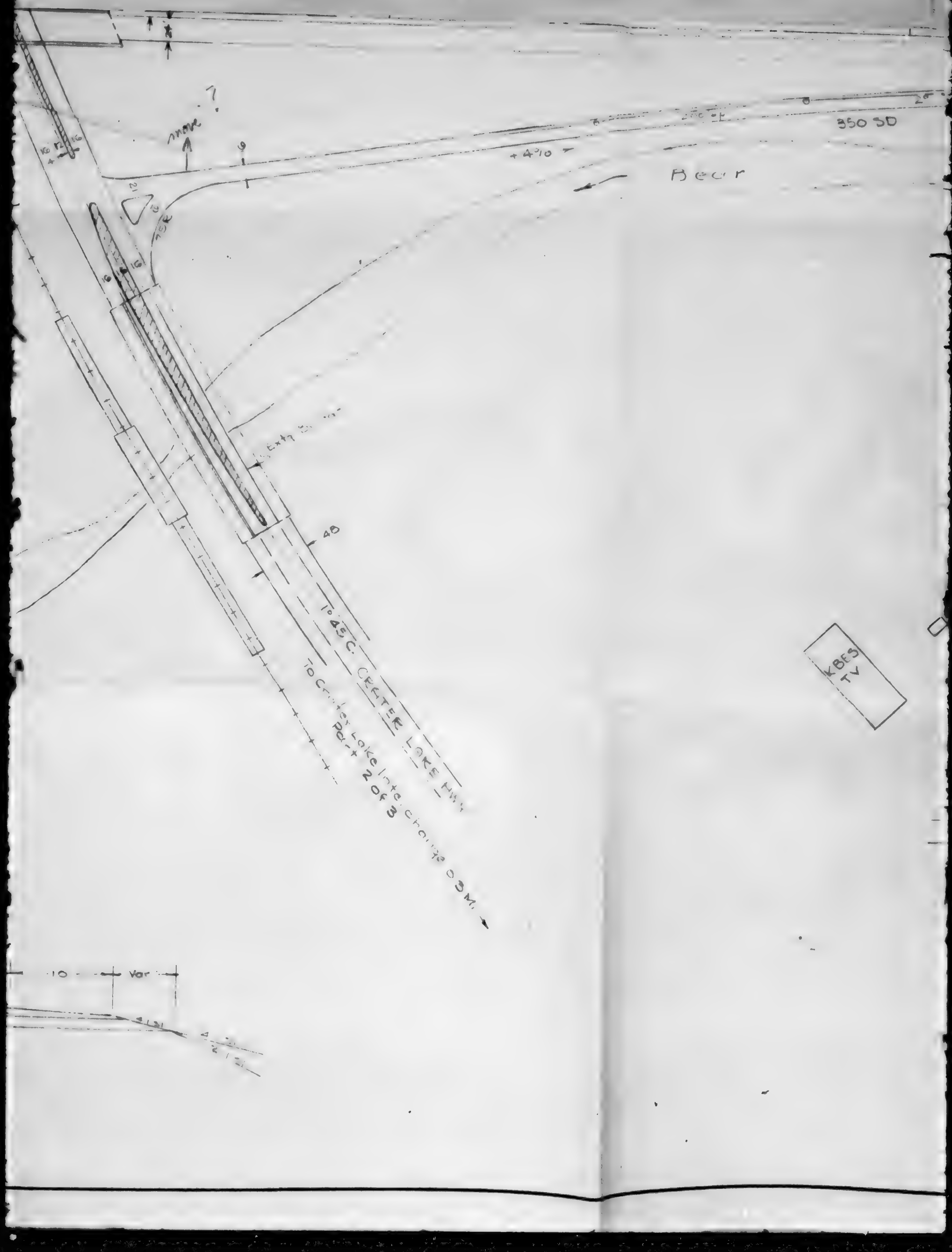
Standard Interchange Layout Sheet

SEVEN OAKS~ ASHLAND SECTION PACIFIC HIGHWAY JACKSON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

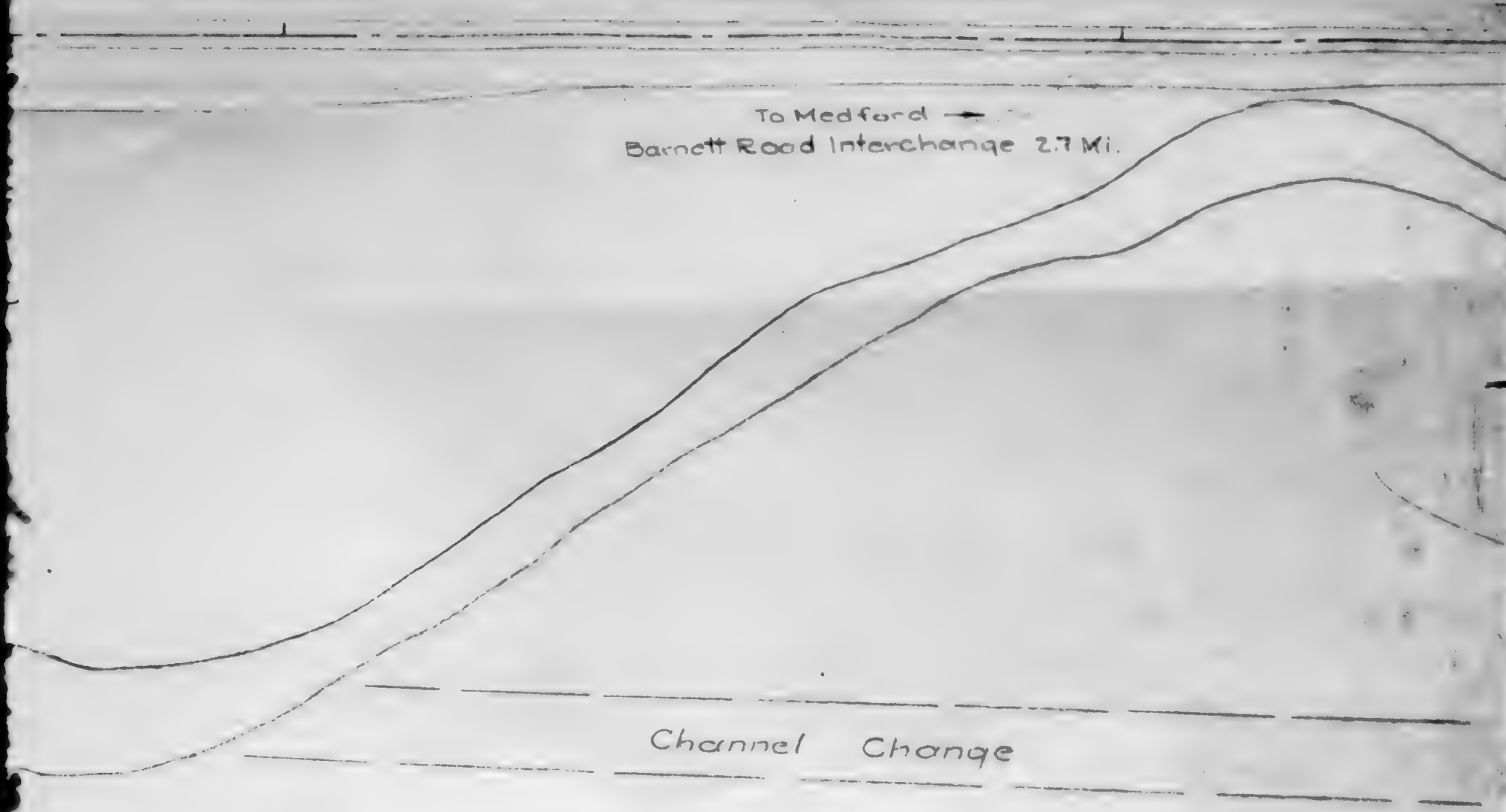
Standard Interchange Layout Sheet



TYPICAL SECTION
CRATER LAKE HIGHWAY
UNDER STRUCTURE


Snow
Bear
350 SD
+4210
75R
16
21
40
10
Var
1°45'C. CRATER LAKE HWY
To Crater Lake Int. change 0.3M.
KBES TV

Figures show, 5400 Indicate 1271 FLT



PART 3 OF 3

CRATER LAKE INTERCHANGE

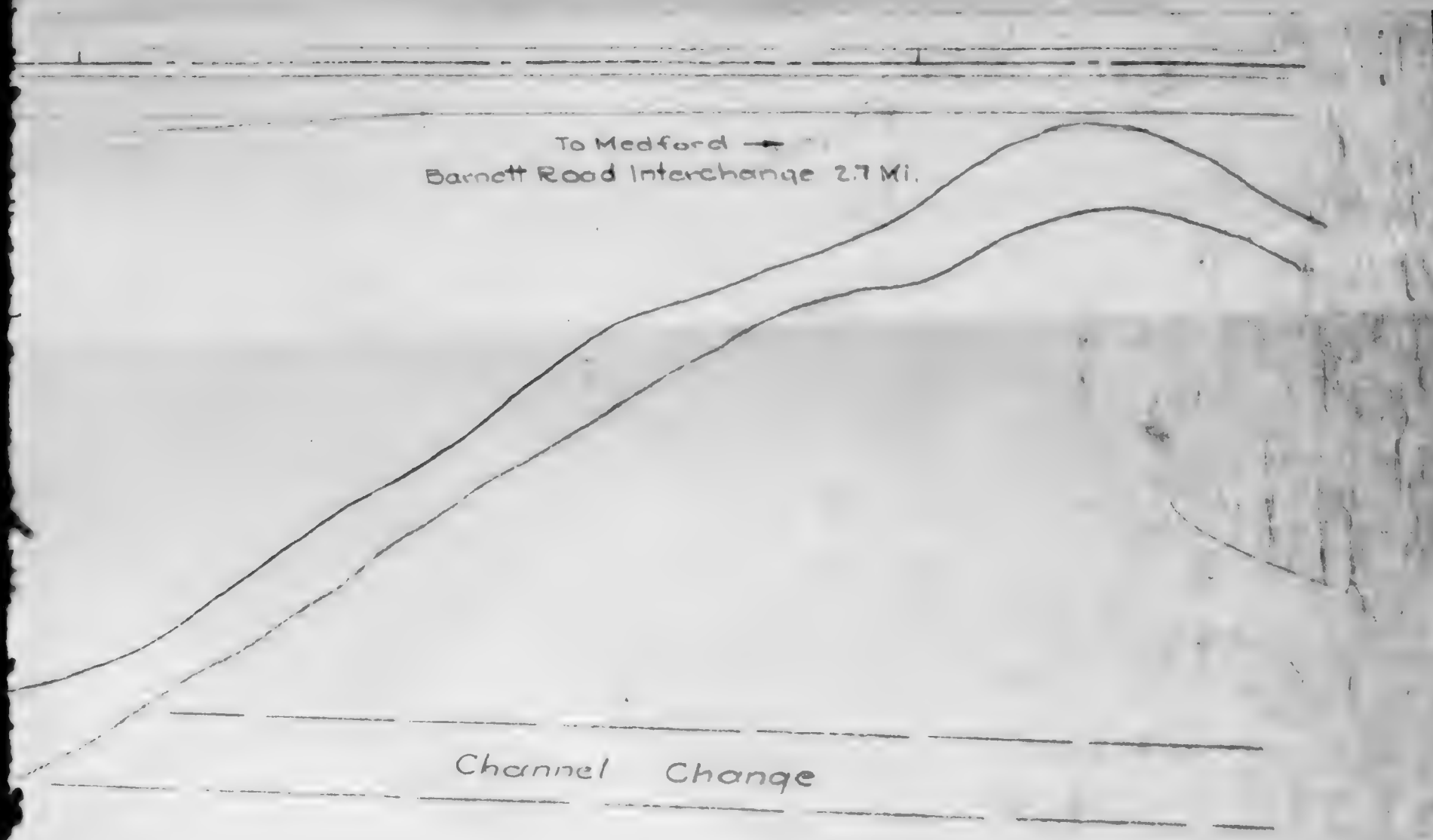
PACIFIC HIGHWAY MILE POST 307

Date 12/30/57 Signature Carl C Purdy

Submitted			Resident Eng
Approved			Division Eng
"			Traffic Engr
"	4-18-58	Ivan D. Merchant	Bridge Engr
"	1-3-58	Jim Edwards	Construction
"	4/29/58	Robert Cogan	Dep. Highw
"			U. S. B. P. R.

SCALE 1" = 100'

Jan 21/58 Ed Cogan indicated no opposition to this proposal



PART 3 OF 3

CRATER LAKE INTERCHANGE

PACIFIC HIGHWAY MILE POST 307.7

Date 12/30/57 Signature Earl C Purdy

Submitted			Resident Engineer
Approved			Division Engineer
"			Traffic Engineer
"	4-18-58	Irving D. Merchant	Bridge Engineer
"	1-3-58	Jim Edwards	Construction Eng'r.
"	4/29/58	Bonnet Cagan	Dep. Highway Eng'r.
"			U. S. B. P. R.

SCALE 1" = 100'

Jan. 27/58 Ed Cagan indicated no opposition to this proposal as a whole
al[illegible] possible incorporation of some comments in

OREGON STATE HIGHWAY DEPARTMENT
PACIFIC HIGHWAY JACKSON COUNTY

SEVEN OAKS - ASHLAND SECTION

PROSPECTUS SKETCH

JACK A. ROWLAND. LOCATING ENGINEER

SCALE 1"=2000 MAR. 1956

TRACED BY V.A.B

TWP. 37S R.2W.
TWP. 37S
BEAR
CREEK
UPTON ROAD
SEVEN
OAKS
Interchange
PACIFIC
SOUTHERN

TWP. 37 S. R 1W.
TWP. 36 S. R 2W.
TWP. 37 S. R 2W.
CENTRAL POINT
Interchange
CENTRAL POINT ROAD
TABLE ROCK ROAD
MUNICIPAL AIRPORT
CENTRAL
POINT

25.67 Miles

HILLCREST LINE

Constr.	16,580,000
R/W	1,763,000
Total	18,343,000

25.75 Miles

GENESSEE LINE ALT.

Constr.	15,500,000
R/W	2,795,000
Total	18,295,000

HIGHWAY

CRATER LAKE

Interchange

McANDREWS ROAD

ROAD

D STREET

E STREET

BARNETT ROAD

NE
000
000
000

BARNETT
ROAD
Interchange

City Limits Line

ROAD

TWP. 37 S. R. 1 W.
TWP. 38 S. R. 1 W.

FERN
VALLEY
Interchange

ROAD

WILLAMETTE

TWP. 38S. R. 1E

TWP. 38S. R. 1W.

FERN VALLEY Interchange

PAYNE ROAD

JUNCTION ROAD

SUNCREST RD

VALLEY VIEW RD

VALLEY VIEW Interchange

VALLEY VIEW
Interchange
NORTH ASHLAND
Interchange
VALLEY VIEW ROAD
VALLEY VIEW
BEAR CREEK

GREEN SPRINGS Interchange

TOLMAN

PACIFIC CREEK

SOUTHERN PACIFIC

MAIN ST.

NEVADA ST.

OAK ST.

MOUNTAIN AVE.

TWP 39S R 1E

TWP 39S R 1E

CITY OF ASHLAND

TWP 39S. R 2E.
TWP 39S. R. 1E.

SPRINGS

GREEN

HIGHWAY

GREEN
PRINGS
change

CRAWSON RD

PACIFIC

SOUTH
ASHLAND
Interchange

ROAD

CREEK RD

HIGHWAY

PACIFIC

2E.
1E.

SPRINGS

HIGHWAY

ROAD

SEVEN OAKS Interchange

PRESENT

BLACKWELL HILL Interchange

TO

BEAR CREEK

UPTON ROAD

TWP. 36½
TWP. 37S

CENTRAL POINT Interchange

CENTRAL POINT ROAD

CENTRAL POINT

PACIFIC SOUTHERN

CENTRAL POINT Interchange

CRATER LAKE Interchange

ROAD

ROAD

McANDREWS ROAD

HIGHWAY PACIFIC

RAILROAD

Constr.
R/W
Total

25.68 Miles

HAWTHORNE PARK LINE

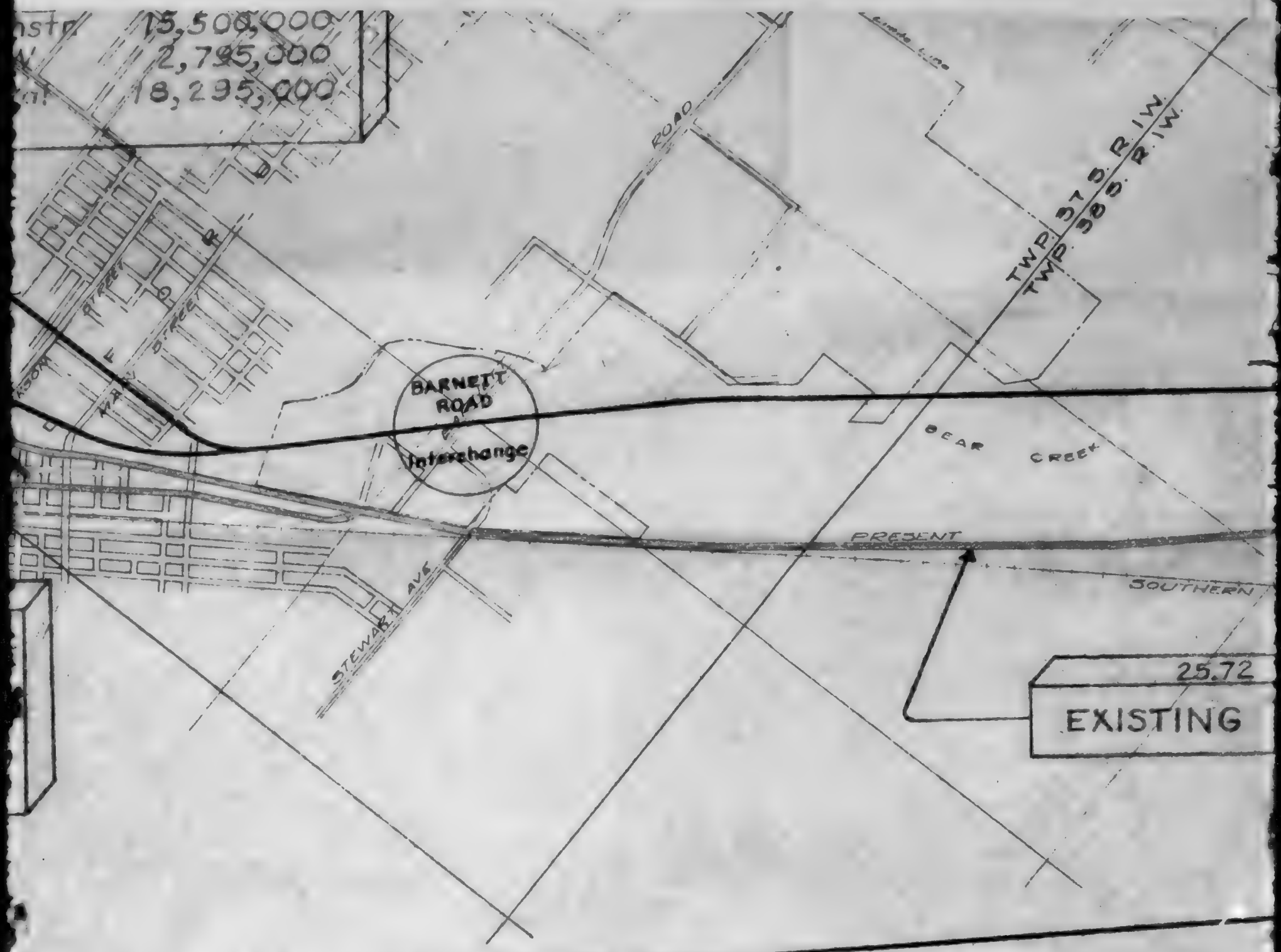
Constr.	16,327,000
R/W	2,396,000
Total	18,723,000

MAIN STREET Interchange

25.36 Miles

WEST MEDFORD - OAK GROVE ALT.

Constr.	19,245,000
R/W	3,252,000
Total	22,497,000


15,506,000
2,795,300
18,295,000
ROAD
TWP. 37 S. R. 1 W.
TWP. 38 S. R. 1 W.
BARNETT ROAD
Interchange
BEAR CREEK
PRESENT
SOUTHERN
STEWART AVE
25.72
EXISTING

VALLEY

Interchange

PAYNE ROAD

ROAD

FERN VALLEY

Interchange

VALLEY

PHOENIX TALENT

Interchange

PHOENIX

PACIFIC

5.72 Miles

NG HIGHWAY

VALLEY

Interchange

PAYNE ROAD

ROAD

VALLEY

FERN VALLEY

Interchange

PHOENIX TALENT

Interchange

PHOE

NERN

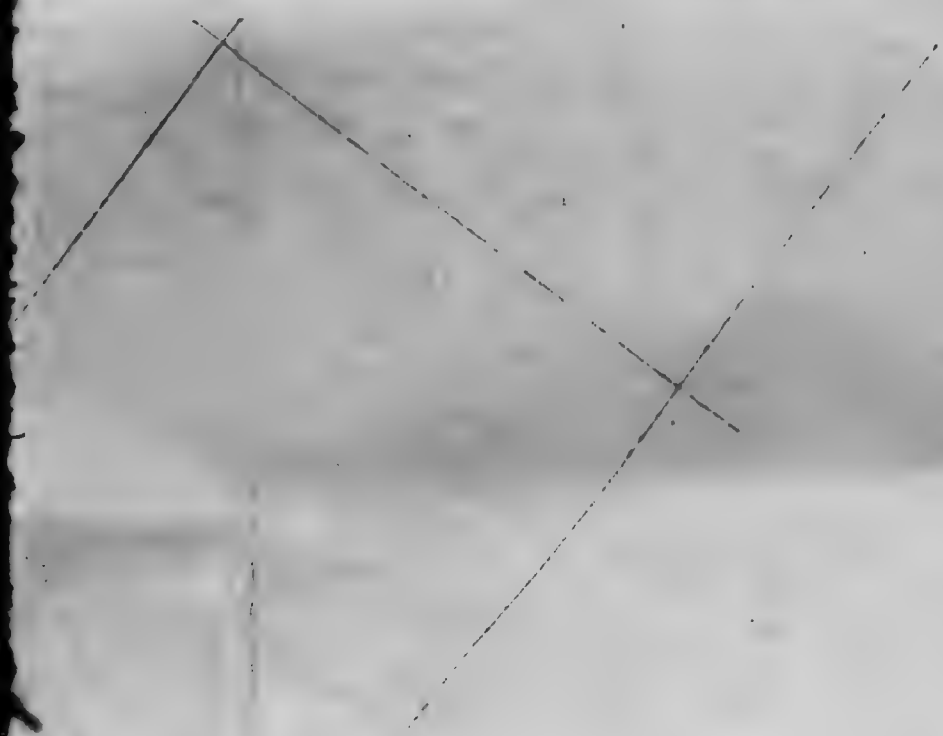
PACIFIC

5.72 Miles

NG HIGHWAY

NORTH ASHLAND
Interchange
ROAD
VIEW
SUNCREST RD
VALLEY
VALLEY VIEW
RD
Interchange
BEAR
CREEK
VALLEY
HIGHWAY
TALENT
RAILROAD

ST
MERIDIAN



F-304(6) Clackamas Overcrossing-Park Place Sec., Pacific Hwy. 1961
#5832 (Grad. & Pav.) [redacted]

(HA)
2329
x
2317

RECEIVED
NOV 18 1964
FOR FILING

FORM E-30X 90M 3-63 40608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1964

SUBJECT: AGENDA ITEM

Utility Relocation
Clackamas Water District
Cascade Highway

To: Mr. G. E. Rohde
Chief Counsel

O f f i c e

As you will recall, in 1961 we commenced relocation of the Cascade Highway, at which time we diagonally cut across several Clackamas County roads in which were located water lines owned by the Clackamas Water District. At that time we negotiated with the District for the relocation of the lines.

Before awarding the contract, or about the same time, the District agreed to relocate the lines pursuant to an agreement with the State that after the relocation the District could sue the State for reimbursement. It was then estimated that the relocation would cost in the vicinity of $21,000.00 to $24,000.00.

Following the above oral agreement of March 9, 1961, we were notified by the District that it would not relocate because it had no budgeted funds to cover the expenses.

The contract had been awarded and the State proceeded to relocate the pipelines.

During the 1961 session and again in the 1963 session of the legislature, legislation was sponsored to require the State Highway Commission to pay the relocation costs of water and sewer districts. The 1961 act was vetoed by the Governor and the 1963 action died in legislative committee. In 1961 the Attorney General wrote an opinion to the effect that such a law would be unconstitutional.

Due to the extreme work load of the Resident and his assistants, Mr. Scofield was unable to supply us with the exact cost data for the relocation until September 22, 1964. After we rechecked their data and placed the locations on maps to be certain that the recoverable items were all in county road right of way, you wrote to the District on October 30, 1964, requesting payment to the State of $9,899.98.

We were notified by the District's attorney, Howard Rankin, by letter dated November 10, 1964, that the District was of the opinion that the expenses should be borne by the State Highway Department and that the District had no budgeted funds to make the payment.

Since the Clackamas Water District relocation, we have recovered relocation costs from the Oakway Water District in Eugene, whose facilities were likewise located in county roads, and the City of Cascade Locks, whose poles were on state highway right of way.

The purpose of this memo is to bring this matter to your attention so that, if you desire, you can request the Commission's permission to bring suit against the Clackamas Water District for relocation costs.

Of course, such a suit at this time would give them real ammunition before the legislature. Since the statute of limitations will not run until at least 1968, it may be wise to withhold our filing until then. On the other hand, it may be just as well to meet the issue head-on.

FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: R. L. Porter
L. H. Young

RECEIVED
NOV 17 1964

FORM S-12(4) SOM 9-64

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. ROBINSON, MEMBER
PORTLAND
NOV 1 1964
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 30, 1964

Clackamas Water District

Clackamas, Oregon

Attention: Mr. Dan Fowsio
Secretary

Re: Utility Reimbursement
Clackamas District Water Line
Adjustments
Clackamas O-Xing - Park Place
Section
Cascade Highway
Contract No. 5832
Prefix No. 103-1081

Gentlemen:

As you will recall, on January 27, 1961, your District received a letter from this department requesting the relocation by the District of certain water lines which were located in public roads, in order that the Highway Department could construct the Clackamas O-Xing - Park Place Section of the Cascade Highway. Considerable correspondence followed said letter, between your District and the Highway Department, and on March 9, 1961, a meeting was held in this office between Highway representatives, your attorney, Howard A. Rankin, and your engineer, Carl Green.

During this meeting it was agreed that, pursuant to an agreement to be drawn between the District and the State, the District would, at its sole cost, relocate its water lines within the public ways as requested, but reserve the right to bring suit against the State in the event the District subsequently felt they were entitled to a reimbursement. On March 21, 1961, the Highway Department received a letter from your District to the effect that the District would not relocate its lines, as previously understood in the meeting on March 9, 1961. On March 24, 1961, your District was informed that the State would proceed with the relocation in order to construct said highway, and would look to the District for the payment of the relocation costs.

As you are probably aware, the highway was completed in approximately February of 1963. While we apologize for the delay in compiling

our final costs in relocating the District's water lines, it has now been determined that the reasonable relocation costs which the District should reimburse the State is in the sum of $9,889.98.

I can assure you that in arriving at this sum all possible credits have been given in favor of the District, including the sum of $564.60 as the salvage value for some 4" and 10" pipe which was removed by the Highway Department in completing the job.

This letter, therefore, is to serve as our demand for the reimbursement to the State Highway Department of the above-mentioned sum. We would deeply appreciate it if you could make your remittance in full at an early date, or make arrangements for the satisfaction of this amount by repayment over a mutually satisfactory period of time.

Very truly yours,

G. E. [illegible]
Chief Counsel

GER:lb
cc--K. L. Porter
--A. E. Johnson
--Willard Penfield
--L. H. Young
--Frank McKinney
--Howard A. Rankin
Attorney at Law
1016 Oregon Bank Bldg.
Portland 4, Oregon

RECEIVED
NOV 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1963
FOR FILING

Monthly transaction number: 6-134

Project number: F-4(10)

For [illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Clackamas

Project number: F-304(6)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-28-63

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 4, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 1,255,438.00

Revised Federal funds $ 765,125.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28 day of June, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd R. Stow

ASSISTANT State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Manager

USComm-DC 11170

June 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official for the Clackamas Overcrossing-Park Place Section, Project No. F-304(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ra

FORM CD-121 (9-22-59)
(FRES. BY A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: June 12, 1963

FROM : T. Dec, Assistant Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed Modification of Federal-aid Project Agreement

Attached are two copies of proposed modification of Federal-aid project agreement for the following project:

F-304(6) Clackamas Overcrossing-Park Place Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

Nash

May 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement for the Clackamas Overcrossing-Park Place Section, Federal-Aid Project No. F-304(6).

Estimate revised to include final quantities in bid items, extra work, change orders, etc., as a basis for modification of project agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

Oregon State Highway Department

Federal-Aid
Project No. F-304(6)

CLACKAMAS OVERCROSSING-PARK PLACE SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate revised to include final quantities in bid items, extra work, change orders, etc., as a basis for modification of project agreement. Based on low bid prices and agreed prices.)

Salem, Oregon, May 14, 1963

Type Code 6201
Roadway (Sta. 442+50 to 655+00)(Contract 5832)

1.	Clearing and Grubbing	All Required		$ 32,000.00
2.	Drainage Excavation, Unclassified	6,045.73 cu.yd.	$ 2.50	15,114.33
3.	General Excavation, Unclassified	432,776 cu.yd.	.44	190,421.44
4.	Short Overhaul	1,374,431 yd.sta.	.01	13,744.31
5.	Long Overhaul	49,636.1 C-yd.sta.	.30	14,905.83
6.	Finishing Roadbed and Slopes	All Required		14,000.00
7.	12-inch Concrete Pipe	1,143 lin.ft.	2.40	2,743.20
8.	15-inch Concrete Pipe	876 lin.ft.	4.00	3,504.00
9.	18-inch Concrete Pipe	1,792 lin.ft.	5.30	9,497.60
10.	24-inch Concrete Pipe	156 lin.ft.	6.70	1,045.20
11.	36-inch Concrete Pipe	364 lin.ft.	11.75	4,277.00
12.	72-inch Concrete Pipe, Extra Strength	240 lin.ft.	40.00	9,600.00
13.	8-inch Sewer Pipe	102 lin.ft.	1.60	163.20
14.	12-inch Sewer Pipe	607 lin.ft.	2.20	1,335.40
15.	18-inch Sewer Pipe	84 lin.ft.	4.35	365.40
16.	21-inch Sewer Pipe	404 lin.ft.	5.00	2,020.00
17.	24-inch Sewer Pipe	916 lin.ft.	5.85	5,358.60
18.	6-inch Perforated Metal Drain Pipe	1,946 lin.ft.	1.70	3,308.20
19.	Special Backfill in Drains	258.57 cu.yd.	6.00	1,551.42
20.	15-inch Culvert End Sections	25 only	32.00	800.00
21.	18-inch Culvert End Sections	16 only	38.00	608.00
22.	24-inch Culvert End Sections	1 only	58.00	58.00
23.	36-inch Culvert End Sections	3 only	127.00	381.00
24.	Concrete Inlets, Type "C"	3 only	150.00	450.00
25.	Concrete Inlets, Type "C-2"	2 only	150.00	300.00
26.	Concrete Inlets, Type "D"	14 only	150.00	2,100.00
27.	Concrete Manholes	3 only	250.00	750.00

28.	Concrete Curbs	18.48	cu.yd.	$ 48.00	$ 887.04
29.	Class "A" Concrete	29.43	cu.yd.	60.00	1,765.80
30.	Metal Reinforcement	3,386	lb.	.15	507.90
31.	1-1/2 Inch Electrical Conduit	1,684	lin.ft.	.90	1,515.60
32.	Galvanized Junction Boxes	6	only	27.00	162.00
33.	Salvaging & Reinstalling Guard Rail	2,040.5	lin.ft.	1.20	2,448.60
34.	Metal Guard Rail	4,300.5	lin.ft.	2.30	9,891.15
35.	Guide Posts, Type W-1	372	only	5.70	2,120.40
36.	Guide Posts, Type W-2	12	only	6.60	79.20
37.	Guide Posts, Type Y-2	130	only	6.60	858.00
38.	Guide Posts, Type Y-3	2	only	7.10	14.20
39.	Type 3 Fence	2,381.66	rod	17.50	41,679.05
40.	Coarse Crushed Material in Base	287,119.705	ton	1.25	358,899.63
41.	3/4" - 0 Materials in Base	36,209.76	ton	1.35	48,883.18
42.	Sprinkling	4,014	M-gal.	1.75	7,024.50
43.	Preparation of Base	All	Required		5,000.00
44.	3/4" - 0 Material in Binder Course	993	cu.yd.	2.75	2,730.75
45.	Furnishing & Placing Aggregates	885	cu.yd.	4.00	3,540.00
46.	RC-3 Asphalt	21.55	ton	40.00	862.00
47.	120-150 Asphalt	57	ton	45.00	2,565.00
48.	RS-2 Asphalt	25.43	ton	45.00	1,144.35
49.	Extra for Oiling Approaches	40	only	25.00	1,000.00
50.	Class "B" Asphaltic Concrete	46,178.33	ton	4.75	219,347.07
51.	Extra for Paving Approaches	18	only	25.00	450.00
52.	Asphaltic Concrete Traffic Markers, Type "L"	7,309.7	lin.ft.	.60	4,385.82
53.	Rounding Cutbanks	20,015	lin.ft.	.15	3,002.25
PA 1	18" Corr. Metal Pipe	342	lin.ft.	4.95	1,692.90
PA 2	Sacked Cement Riprap	14.62	cu.yd.	30.00	438.60
PA 3	Furnish & Place Aggregates	842	cu.yd.	4.00	3,368.00
PA 3	120-150 Asphalt	35.15	ton	45.00	1,581.75
PA 3	RS-2 Asphalt	13.38	ton	45.00	602.10
PA 5	RC-250 Asphalt	122.85	ton	40.00	4,914.00
*EWO 3	Moving Water Lines for Clackamas Water Dist.	All	Required		13,833.63
EWO 4	Construct Type 2 Fence	All	Required		3,497.54
EWO 6	Clear and Grub Access Road	All	Required		441.99
EWO 8	Drainage Ditch	All	Required		887.11
EWO 9	Guard Rail	All	Required		320.77
EWO 10	Remove Unstable Areas	All	Required		195.96
					$1,082,939.97

* Pending Court Case

Flagging (57½% of Contractor's Cost)	$ 7,961.59
Seeding and Mulching	5,188.23
	$ 13,169.82

Utility Work

*Work by City of Gladstone	$ 4,959.36
*Work by Park Place Water Dist.	781.16
	$ 5,740.52

*Final Payments

Subtotal	$1,101,850.31
Engineering	108,801.67
Total	$1,210,651.98

Length of Roadway - - - - - - 3.874 Miles
Length of 4 Structures- - - 0.149 Mile (Exceptions)
Total Length- - - - - - - - - 4.023 Miles
Cost of Roadway Per Mile- - $312,506.94

Federal Funds -	$ 771,000.00
State Funds -	439,651.98
	$1,210,651.98

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
JG 17 1961-2

Form -2 (9-1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Nonmonetary Transaction No.

Project Report No.
FOR FILING
F-7.4(6)

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Clackamas

Project No.: F-304(6)

5822 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 213 Clackamas RR O'xing to Oregon City
(Clackamas O'xing-Park Place Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-30-60	4.0
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 1,144,441	$ 707,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX C. C. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer August 4, 1961

USComm-DC 40257

August 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Clackamas Overcrossing-Park Place Section, Project No. F-304(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

July 13, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Clackamas Overcrossing-Park Place Section, Project No. F-304(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

Oregon State Highway Department

Federal Aid
Project No. F-304(6)

CLACKAMAS OVERCROSSING--PARK PLACE SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1961

Type Code 6201
Roadway (Sta. 442+50 to 655+00)(Contract 5832)

Clearing and Grubbing	All Required			$ 32,000.00
Drainage Excavation, Unclassified	3,600	cu.yds.	$ 2.50	9,000.00
General Excavation, Unclassified	426,500	cu.yds.	0.44	187,660.00
Short Overhaul	1,238,000	yd.stas.	0.01	12,380.00
Long Overhaul	75,000	C-yd.stas.	0.30	22,500.00
Finishing Roadbed and Slopes	All	Required		14,000.00
12-inch Concrete Pipe	540	lin.ft.	2.40	1,296.00
15-inch Concrete Pipe	1,190	lin.ft.	4.00	4,760.00
18-inch Concrete Pipe	1,900	lin.ft.	5.30	10,070.00
24-inch Concrete Pipe	590	lin.ft.	6.70	3,953.00
36-inch Concrete Pipe	390	lin.ft.	11.75	4,582.50
72-inch Concrete Pipe, Extra Strength	220	lin.ft.	40.00	8,800.00
8-inch Sewer Pipe	140	lin.ft.	1.60	224.00
12-inch Sewer Pipe	330	lin.ft.	2.20	726.00
18-inch Sewer Pipe	200	lin.ft.	4.35	870.00
21-inch Sewer Pipe	460	lin.ft.	5.00	2,300.00
24-inch Sewer Pipe	1,000	lin.ft.	5.85	5,850.00
6-inch Perforated Metal Drain Pipe	820	lin.ft.	1.70	1,394.00
Special Backfill in Drains	120	cu.yds.	6.00	720.00
15-inch Culvert End Sections	15	only	32.00	480.00
18-inch Culvert End Sections	18	only	38.00	684.00
24-inch Culvert End Sections	6	only	58.00	348.00
36-inch Culvert End Sections	2	only	127.00	254.00
Concrete Inlets, Type "G"	4	only	150.00	600.00
Concrete Inlets, Type "G-2"	1	only	150.00	150.00
Concrete Inlets, Type "D"	14	only	150.00	2,100.00
Concrete Manholes	2	only	250.00	500.00
Concrete Curbs	20	cu.yds.	48.00	960.00
Class "A" Concrete	30	cu.yds.	60.00	1,800.00
Metal Reinforcement	2,800	lbs.	0.15	420.00
1½-inch Electrical Conduit	1,860	lin.ft.	0.90	1,674.00
Galvanized Junction Boxes	6	only	27.00	162.00
Salvaging and Reinstalling Guard Rail	1,900	lin.ft.	1.20	2,280.00
Metal Guard Rail	4,100	lin.ft.	2.30	9,430.00
Guide Posts, Type W-1	220	only	5.70	1,254.00
Guide Posts, Type W-2	6	only	6.60	39.60
Guide Posts, Type Y-2	70	only	6.60	462.00
Guide Posts, Type Y-3	2	only	7.10	14.20

Federal Aid
Project No. F-304(6)

Type 3 Fence	2,600	rods	$ 17.50	$ 45,500.00
Coarse Crushed Material in Base	264,700	tons	1.25	330,875.00
3/4" - 0 Materials in Base	30,200	tons	1.35	40,770.00
Sprinkling	6,400	M-gals.	1.75	11,200.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Minor Course	1,280	cu.yds.	2.75	3,520.00
Furnishing and Placing Aggregates	600	cu.yds.	4.00	2,400.00
RC-3 Asphalt	200	tons	40.00	8,000.00
120-150 Asphalt	44	tons	45.00	1,980.00
RS-2 Asphalt	16	tons	45.00	720.00
Extra For Oiling Approaches	7	only	25.00	175.00
Class "D" Asphaltic Concrete	45,300	tons	4.75	215,175.00
Extra For Paving Approaches	12	only	25.00	300.00
Asphaltic Concrete Traffic Markers, Type "L"	6,200	lin.ft.	0.60	3,720.00
Mounding Curbing	6,000	lin.ft.	0.15	900.00
				$1,016,932.30
Flagging (57½ of Contractor's Cost)	All	Required		$ 8,500.00
Seeding and Mulching	All	Required		6,000.00
Signing (Temporary)	All	Required		1,500.00
				$ 16,000.00

Utility Work

Work by City of Gladstone (Water)	All	Required	$ 4,000.00
Work by Park Place Water District	All	Required	781.00
Work by Clackamas Water District	All	Required	800.00
Work by Portland General Electric Co.	All	Required	1,250.00
Work by Northwest Natural Gas Co.	All	Required	638.00
			$ 7,469.00

Subtotal	$1,040,401.30
10% Engr. & Cont.	104,039.70
Total	$1,144,441.00

Length of Roadway - - - - - - - - - - 3.874 Miles
Length of 4 Structures- - - - - - - 0.149 Mile (Exceptions)
Total Length- - - - - - - - - - - - - 4.023 Miles
Cost of Roadway Per Mile- - - - - - $295,415.84

Federal Funds -	$ 707,000.00
State Funds -	437,441.00
	$1,144,441.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

CLACKAMAS OVERCROSSING—PARK PLACE SECTION

PROJECT F-304(6)

Estimated cost of work by the Park Place Water District

Labor	$ 200.00
Materials	358.66
Equipment	151.50
Contingencies	71.00
	$ 781.16
Lump Sum Agreement Use	$ 781.00

Estimated cost of work by City of Gladstone

Material	$2,609.00
Equipment	812.00
Labor	600.00
Use	$4,021.00
Use	$4,000.00

Estimated cost of work by Northwest Natural Gas Co.

Work at Sta. 580+00

Labor	$ 234.10
Material	271.75
Equipment	32.80
	$ 538.65
Job is approximately 50% Betterment	
State Share (50%)	269.33

Work at Sta. 650+00

Labor	$ 169.90
Material	175.31
Equipment	23.90
	$ 369.11
Total	$ 638.44
Use	$ 638.00

Estimated cost of work by Clackamas Water District

Moving Water Lines (State Obligation)	$800.00
Use	$800.00

(Note: Reference Mr. C. G. Fulk's letter of authorization dated May 4, 1961. In the event of an adverse court ruling the participating amount will be controlled by PPM 30-4)

Estimated cost of work by Portland General Electric Co.

Labor	$ 639.21
Material	911.73
Salvage and Depreciation Credit	-296.65 Cr.
	$1,254.29
Use	$1,250.00

Oregon State Highway Department

Federal Aid
Project No. F-304(6)

CLACKAMAS OVERCROSSING-PARK PLACE SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 27, 1960

Type Code 6201
Roadway (Sta. 442+50 to 655+00)

Clearing and Grubbing	All Required		$	$ 25,000.00
Drainage Excavation, Unclassified	3,600	cu.yd.	2.50	9,000.00
General Excavation, Unclassified	426,500	cu.yd.	0.45	191,925.00
Short Overhaul	1,238,000	yd.sta.	0.01	12,380.00
Long Overhaul	75,000	C-yd.sta.	0.30	22,500.00
Finishing Roadbed and Slopes	All Required			6,000.00
12-inch Concrete Pipe	540	lin.ft.	2.50	1,350.00
15-inch Concrete Pipe	1,190	lin.ft.	3.50	4,165.00
18-inch Concrete Pipe	1,900	lin.ft.	4.50	8,550.00
24-inch Concrete Pipe	590	lin.ft.	6.00	3,540.00
36-inch Concrete Pipe	390	lin.ft.	10.00	3,900.00
72-inch Concrete Pipe, Extra Strength	220	lin.ft.	30.00	6,600.00
8-inch Sewer Pipe	140	lin.ft.	2.00	280.00
12-inch Sewer Pipe	330	lin.ft.	2.50	825.00
18-inch Sewer Pipe	200	lin.ft.	3.75	750.00
21-inch Sewer Pipe	460	lin.ft.	4.50	2,070.00
24-inch Sewer Pipe	1,000	lin.ft.	5.25	5,250.00
6-inch Perforated Metal Drain Pipe	820	lin.ft.	2.00	1,640.00
Special Backfill in Drains	120	cu.yd.	6.00	720.00
15-inch Culvert End Sections	15	only	35.00	525.00
18-inch Culvert End Sections	18	only	50.00	900.00
24-inch Culvert End Sections	6	only	55.00	330.00
36-inch Culvert End Sections	2	only	150.00	300.00
Concrete Inlets, Type "C"	4	only	90.00	360.00
Concrete Inlets, Type "C-2"	1	only	95.00	95.00
Concrete Inlets, Type D	14	only	100.00	1,400.00
Concrete Manholes	2	only	300.00	600.00
Concrete Curbs	20	cu.yd.	45.00	900.00
Class "A" Concrete	30	cu.yd.	50.00	1,500.00
Metal Reinforcement	2,800	lb.	0.15	420.00
1½-inch Electrical Conduit	1,860	lin.ft.	1.75	3,255.00
Galvanized Junction Boxes	6	only	20.00	120.00
Salvaging and Reinstalling Guard Rail	1,900	lin.ft.	1.50	2,850.00
Metal Guard Rail	4,100	lin.ft.	2.50	10,250.00
Guide Posts, Type W-1	220	only	6.00	1,320.00
Guide Posts, Type W-2	6	only	6.75	40.50
Guide Posts, Type Y-2	70	only	7.50	525.00
Guide Posts, Type Y-3	2	only	8.00	16.00

Type 3 Fence	2,600	rod	$15.00	$ 39,000.00
Coarse Crushed Material in Base	264,700	ton	1.25	330,875.00
3/4" - 0 Material in Base	30,200	ton	1.35	40,770.00
Sprinkling	6,400	M-gal.	2.50	16,000.00
Preparation of Base	All Required			1,200.00
3/4" - 0 Material in Binder Course	1,280	cu.yd.	3.50	4,480.00
Furnishing and Placing Aggregates	600	cu.yd.	3.50	2,100.00
RC-3 Asphalt	200	ton	42.00	8,400.00
120-150 Asphalt	44	ton	40.00	1,760.00
RS-2 Asphalt	16	ton	50.00	800.00
Extra for Oiling Approaches	7	only	30.00	210.00
Class "B" Asphaltic Concrete	45,300	ton	5.25	237,825.00
Extra for Paving Approaches	12	only	30.00	360.00
Asphaltic Concrete Traffic Markers, Type "L"	6,200	lin.ft.	0.75	4,650.00
				$1,020,581.50
Flagging (57½% of Contractor's Cost)	All Required			8,500.00
Seeding and Mulching	All Required			6,000.00
Signing (Temporary)	All Required			1,500.00
				$ 16,000.00

Utility Work

Work by City of Gladstone (Water)	All Required	$	$ 2,500.00
Work by Park Place Water District	All Required		600.00
Work by Clackamas Water District	All Required		100.00
Work by Portland General Electric Co.	All Required		400.00
Work by Pacific Tel. & Tel. Co.	All Required		150.00
			$ 3,750.00

Subtotal	$1,040,331.50
10% Engr. & Cont.	104,032.50
Total	$1,144,364.00

Length of Roadway - - - - - - -	3.874 Miles
Length of 4 Structures- - - -	0.149 Mile (Exceptions)
Total Length- - - - - - - - - -	4.023 Miles
Cost of Roadway Per Mile- - -	$295,395.97

Federal Funds -	$710,000.00
State Funds -	434,364.00
	$1,144,364.00

Retained in Program Status

Work	Total Cost	Federal Funds
Signs and Illumination	$100,000.00	$63,000.00

Oregon State Highway Department

Federal Aid
Project No. F-304(6)

CLACKAMAS OVERCROSSING-PARK PLACE SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 6, 1961

Type Code 6201
Roadway (Sta. 442+50 to 655+00)

Clearing and Grubbing	All Required			$ 25,000.00
Drainage Excavation, Unclassified	3,600	cu. yd.	$ 2.50	9,000.00
General Excavation, Unclassified	426,500	cu. yd.	0.45	191,925.00
Short Overhaul	1,238,000	yd. sta.	0.01	12,380.00
Long Overhaul	75,000	C-yd.sta.	0.30	22,500.00
Finishing Roadbed and Slopes	All Required			6,000.00
12-inch Concrete Pipe	540	lin. ft.	2.50	1,350.00
15-inch Concrete Pipe	1,190	lin. ft.	3.50	4,165.00
18-inch Concrete Pipe	1,900	lin. ft.	4.50	8,550.00
24-inch Concrete Pipe	590	lin. ft.	6.00	3,540.00
36-inch Concrete Pipe	390	lin. ft.	10.00	3,900.00
72-inch Concrete Pipe, Extra Strength	220	lin. ft.	30.00	6,600.00
8-inch Sewer Pipe	140	lin. ft.	2.00	280.00
12-inch Sewer Pipe	330	lin. ft.	2.50	825.00
18-inch Sewer Pipe	200	lin. ft.	3.75	750.00
21-inch Sewer Pipe	460	lin. ft.	4.50	2,070.00
24-inch Sewer Pipe	1,000	lin. ft.	5.25	5,250.00
6-inch Perforated Metal Drain Pipe	820	lin. ft.	2.00	1,640.00
Special Backfill in Drains	120	cu. yd.	6.00	720.00
15-inch Culvert End Sections	15	only	35.00	525.00
18-inch Culvert End Sections	18	only	50.00	900.00
24-inch Culvert End Sections	6	only	55.00	330.00
36-inch Culvert End Sections	2	only	150.00	300.00
Concrete Inlets, Type "C"	4	only	90.00	360.00
Concrete Inlets, Type "C-2"	1	only	95.00	95.00
Concrete Inlets, Type D	14	only	100.00	1,400.00
Concrete Manholes	2	only	300.00	600.00
Concrete Curbs	20	cu. yd.	45.00	900.00
Class "A" Concrete	30	cu. yd.	50.00	1,500.00
Metal Reinforcement	2,800	lb.	0.15	420.00
1½-inch Electrical Conduit	1,860	lin. ft.	1.75	3,255.00
Galvanized Junction Boxes	6	only	20.00	120.00
Salvaging and Reinstalling Guard Rail	1,900	lin. ft.	1.50	2,850.00
Metal Guard Rail	4,100	lin. ft.	2.50	10,250.00
Guide Posts, Type W-1	220	only	6.00	1,320.00
Guide Posts, Type W-2	6	only	6.75	40.50
Guide Posts, Type Y-2	70	only	7.50	525.00
Guide Posts, Type Y-3	2	only	8.00	16.00

Type 3 Fence	2,600	rod	$ 15.00	$ 39,000.00
Coarse Crushed Material in Base	264,700	ton	1.25	330,875.00
3/4" - 0 Material in Base	30,200	ton	1.35	40,770.00
Sprinkling	6,400	M-gal.	2.50	16,000.00
Preparation of Base	All	Required		1,200.00
3/4" - 0 Material in Binder Course	1,280	cu. yd.	3.50	4,480.00
Furnishing and Placing Aggregates	600	cu. yd.	3.50	2,100.00
RC-3 Asphalt	200	ton	42.00	8,400.00
120-150 Asphalt	44	ton	40.00	1,760.00
RS-2 Asphalt	16	ton	50.00	800.00
Extra for Oiling Approaches	7	only	30.00	210.00
Class "B" Asphaltic Concrete	45,300	ton	5.25	237,825.00
Extra for Paving Approaches	12	only	30.00	360.00
Asphaltic Concrete Traffic Markers Type "L"	6,200	lin. ft.	0.75	4,650.00
Rounding Cutbanks	6,000	lin. ft.	0.15	900.00
				$1,021,481.50
Flagging (57½% of Contractor's Cost)	All	Required		$ 8,500.00
Seeding and Mulching	All	Required		6,000.00
Signing (Temporary)	All	Required		1,500.00
				$ 16,000.00

UTILITY WORK

Work by City of Gladstone (Water)	All	Required	$ 2,500.00
Work by Park Place Water Dist.	All	Required	600.00
Work by Clackamas Water Dist.	All	Required	100.00
Work by Portland General Electric Co.	All	Required	400.00
Work by Pacific Tel. & Tel. Co.	All	Required	150.00
			$ 3,750.00
		Subtotal	$1,041,231.50
		10% Engr. & Cont.	104,122.50
		Total	$1,145,354.00

Length of Roadway- - - - - - - - - - - 3.874 Miles
Length of 4 Structures - - - - - - - 0.149 Miles (Exceptions)
Total Length - - - - - - - - - - - - - 4.023 Miles
Cost of Roadway Per Mile - - - - - - - $295,651.52

Federal Funds -	$ 710,000.00
State Funds -	435,354.00
	$1,145,354.00

Oregon State Highway Department

Federal Aid
Project No. F-304(6)

CLACKAMAS OVERCROSSING--PARK PLACE SECTION

OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 12, 1961

Type Code 6201
Roadway (Sta. 442+50 to 655+00)

Clearing and Grubbing	All Required	$	$ 25,000.00
Drainage Excavation, Unclassified	3,600 cu.yd.	3.50	12,600.00
General Excavation, Unclassified	426,500 cu.yd.	0.45	191,925.00
Short Overhaul	1,238,000 yd.sta.	0.01	12,380.00
Long Overhaul	75,000 C-yd.sta.	0.37	27,750.00
Finishing Roadbed and Slopes	All Required		6,000.00
12-inch Concrete Pipe	540 lin.ft.	2.50	1,350.00
15-inch Concrete Pipe	1,190 lin.ft.	3.50	4,165.00
18-inch Concrete Pipe	1,900 lin.ft.	4.50	8,550.00
24-inch Concrete Pipe	590 lin.ft.	6.00	3,540.00
36-inch Concrete Pipe	390 lin.ft.	10.00	3,900.00
72-inch Concrete Pipe, Extra Strength	220 lin.ft.	30.00	6,600.00
8-inch Sewer Pipe	140 lin.ft.	2.00	280.00
12-inch Sewer Pipe	330 lin.ft.	2.50	825.00
18-inch Sewer Pipe	200 lin.ft.	3.75	750.00
21-inch Sewer Pipe	460 lin.ft.	4.50	2,070.00
24-inch Sewer Pipe	1,000 lin.ft.	5.25	5,250.00
6-inch Perforated Metal Drain Pipe	820 lin.ft.	2.00	1,640.00
Special Backfill in Drains	120 cu.yd.	6.00	720.00
15-inch Culvert End Sections	15 only	35.00	525.00
18-inch Culvert End Sections	18 only	50.00	900.00
24-inch Culvert End Sections	6 only	55.00	330.00
36-inch Culvert End Sections	2 only	150.00	300.00
Concrete Inlets, Type "C"	4 only	90.00	360.00
Concrete Inlets, Type "C-2"	1 only	95.00	95.00
Concrete Inlets, Type "D"	14 only	100.00	1,400.00
Concrete Manholes	2 only	300.00	600.00
Concrete Curbs	20 cu.yd.	45.00	900.00
Class "A" Concrete	30 cu.yd.	50.00	1,500.00
Metal Reinforcement	2,800 lb.	0.15	420.00
1-1/2 inch Electrical Conduit	1,860 lin.ft.	1.75	3,255.00
Galvanized Junction Boxes	6 only	20.00	120.00
Salvaging and Reinstalling Guard Rail	1,900 lin.ft.	1.50	2,850.00
Metal Guard Rail	4,100 lin.ft.	2.50	10,250.00

Guide Posts, Type W-1	220	only	$6.00	$ 1,320.00
Guide Posts, Type W-2	6	only	6.75	40.50
Guide Posts, Type Y-2	70	only	7.50	525.00
Guide Posts, Type Y-3	2	only	8.00	16.00
Type 3 Fence	2,600	rod	15.00	39,000.00
Coarse Crushed Material in Base	264,700	ton	1.25	330,875.00
3/4" - 0 Materials in Base	30,200	ton	1.35	40,770.00
Sprinkling	6,400	M-gal.	2.50	16,000.00
Preparation of Base	All	Required		1,200.00
3/4" - 0 Material in Binder Course	1,200	cu.yd.	3.50	4,200.00
Furnishing and Placing Aggregates	600	cu.yd.	3.50	2,100.00
MC-3 Asphalt	200	ton	42.00	8,400.00
120-150 Asphalt	44	ton	40.00	1,760.00
RS-2 Asphalt	16	ton	50.00	800.00
Extra for Oiling Approaches	7	only	30.00	210.00
Class "B" Asphaltic Concrete	45,300	ton	5.25	237,825.00
Extra for Paving Approaches	12	only	30.00	360.00
Asphaltic Concrete Traffic Markers, Type "L"	6,200	lin.ft.	0.75	4,650.00
Rounding Cutbanks	6,000	lin.ft.	0.15	900.00
				$1,030,331.50
Flagging (57½ of Contractor's Cost)	All	Required		8,500.00
Seeding and Mulching	All	Required		6,000.00
Signing (Temporary)	All	Required		1,500.00
				$ 16,000.00

Utility Work

Work by City of Gladstone (Water)	All	Required	$ 2,500.00
Work by Park Place Water District	All	Required	600.00
Work by Clackamas Water District	All	Required	100.00
Work by Portland General Electric Co.	All	Required	400.00
Work by Pacific Tel. & Tel.Co.	All	Required	150.00
			$ 3,750.00
		Subtotal	$1,050,081.50
		10% Engr. & Cont.	105,007.50
		Total	$1,155,089.00

Length of Roadway - - - - - - - - 3.874 Miles
Length of 4 Structures- - - - - 0.149 Mile (Exceptions)
Total Length- - - - - - - - - - - 4.023 Miles
Cost of Roadway Per Mile- - - - $298,164.42

Federal Funds -	$ 710,000.00
State Funds -	445,089.00
	$1,155,089.00

RECEIVED
JUN 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

June 12, 1963

08-35.5

T. Dec, Assistant Division Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

Proposed Modification of Federal-aid Project Agreement

Attached are two copies of proposed modification of Federal-aid project agreement for the following project:

F-304(6) Clackamas Overcrossing-Park Place Section

If the project agreement is satisfactory, it should be signed and returned to this office.

NOTED
R. L PORTER

Attachments

Original To Hearing
w/ 4 Attachments
6-26-63

RECEIVED
JUN 7 - 1963
FOR FILING
F 304(6)

June 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to the semifinal voucher for the Clackamas O'xing-Park Place Section, Federal-Aid Project No. F-304(6), submitted April 26, 1963.

The voucher was submitted as a semifinal pending a court decision to determine the eligibility for federal reimbursement for adjustment of the Clackamas Water District facilities.

Please be advised it is now our desire to consider this voucher as a final; also, no further claim will be requested on the project. We are requesting this procedure for the reason the eligibility decision may be delayed considerable additional time and it appears preferable to final the project rather than incur the additional delay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

JWN:bb

RECEIVED
FEB 19 1963
FOR FILING

F 3-4(6)
5932

February 18, 1963

Great American Insurance Co.,
Hulle-Reed-Wood-West Ins. Co.,
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract #5832 awarded to C. R. O'Neil & Dorman Const. Co., for grading-paving the Clackamas Overcrossing-Park Place section of the Cascade Secondary Highway in Clackamas County was completed on August 9, 1962, and accepted by the Highway Commission on February 14, 1963.

Final payment, in the amount of $12,423.95 will be released to the contractor after February 26, 1963. The total contract amount is $1,100,002.67 including $34,074.20 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil, &
Dorman Const. Co.,
Route 2, Box 95
Creswell, Oregon

cc:
C. H. Maleen
Attn.: John Herr

RECEIVED
FEB 18 1963
FOR FILING
F 3(4)(a)
5132

February 15, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 9, 1962, on Contract 5832. The contract was with C. R. O'Neil and Dorman Construction Co. and was for grading and paving on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 14, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
DEC 13 1962
FOR FILING

Salem, Oregon
December 13, 1962

Mr. F. D. Morgan
Construction Engineer
O F F I C E

This is to advise you that work was completed on August 7, 1962, on Contract No. 5832, Clackamas Overcrossing-Park Place Section, in Clackamas County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

Acceptance of contract items by the BPR has been received. This acceptance is dated December 10, 1962.

L. H. Young
Office Engineer

Construction Division
Office Endorsement

Date:_____

Conditions noted on above date:

Construction Engineer

DBP:jb

RECEIVED
DEC 19 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

December 10, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Douglas B. Parkes

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project F-304(6)
Clackamas Overcrossing - Park Place Section
Cascade Highway

Subject project has been inspected and contract items were found to have been completed in a satisfactory manner. This statement does not constitute final acceptance of the project.

NOTED
LLOYD P. SHAW

original To Young
12-11-62

NOTED
R. L. PORTER

RECEIVED
NOV 19 1962
FOR FILING

Salem, Oregon
November 16, 1962

Mr. Willard J. Scofield
Resident Eng. Engineer

Increase in Project
Authorization
Clackamas Co'ing-Park Place Sec.
Cascade Highway
Clackamas County
Contract No. 5832

This is to advise you that at its meeting on November 1, 1962, the State Highway Commission approved an increase of $78,604.06 in the project authorization for the subject project.

The new total authorization for construction is $1,244,871.65. This amount should be used on any future reports.

L. H. Young
Office Engineer

DHP:mmb

cc: A. E. Johnson

RECEIVED
NOV 15 1962
FOR FILING

FORM S-30A—5010—6-48 43000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
November 13, 1962

SUBJECT: Speed Zone
Cascade Highway
ORE213 - Hwy. #160 - M.P. 9.98 - 14.19

To:

W. O. Widdows
Asst. Maintenance Engineer
SHOPS

Agenda Item: 4a-1

The State Highway Commission at its meeting of November 1 took action establishing a 50 MPH speed zone on that section of the Cascade Highway, No. 160, between the Lake Road intersection, M.P. 9.98, and the north city limits of Gladstone, M.P. 12.10; and between the south city limits of Gladstone, M.P. 12.94, and the north city limits of Oregon City, M.P. 14.19.

The State Speed Control Board has taken preliminary action on the establishment of a 50 MPH speed zone on the section within the city of Gladstone and will take final action at its meeting on December 6.

Will you please proceed with the signing of the rural portions and notify this office and Mr. Edwards when this has been done.

F. B. Crandall
Traffic Engineer

VPJ:njc

cc: Tom Edwards
I. A. DeFrance
A. E. Johnson
D. D. Rhorbough
R.D. Conklin

NOTED
TOM EDWARDS

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NOV 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 22 1962
FOR FILING

F [illegible]

5932

October 18, 1962

Wells-Reed-Wood-West Insurance Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Release of $3,149.56 on Contract No. 5832 on or after October 25, 1962, will be made to C. R. O'Neil and Dorman Construction Company for grading and paving on the Clackamas Overcrossing-Park Place Section of the Cascade Secondary Highway in Clackamas County.

This payment adjusts the retained percentage to the sum of $31,964.06.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Head, Assistant Secretary

fkn

cc: Great American Insurance Co.
Bond Department
320 California Street
San Francisco 4, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

C. R. O'Neil and Dorman Const. Co.
Route 2, Box 95
Creswell, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 12, 1962

Section Clackamas O'Xing - Park Place

Highway Cascade County Clackamas

Contractor C.R. O'Neil & Dorman Constr. Co.

Date of contract Jan. 27, 1961

Date work started Feb. 7, 1961

Project authorization $ 1,166,267

Exclusive of engineering $ 1,083,333

Engineering authorization $ 82,934

Engineering cost to date $ 124,125, 149.7 %

Kind of work Grading & Paving

Section prefix 103-1081

Contract number 5838

Specified work days 125

Work days used 125

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 1,119,511

Estimated per cent overrun 6.71 %

Per cent of contract completed, based on estimated cost 100 %

Date project was completed Aug. 9, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

The semi-final estimate was completed this week and submitted to the Division office today, Friday.

NOTED
R. L PORTER

NOTED
G. S. PAXSON

OCT 15 1962

Signed [signature]

Address Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.41	4.41		4.41	4.41
Miles partially completed	0	0		0	0
Miles completed	4.41	4.41		4.41	4.41
Total estimated quantities (contract)	426,500	294,900 T.		260 T.	45,300
Total quantities corrected to date	432,347	323,329 "		275 "	46,178
Estimated quantities moved or placed to date	432,347	323,329 "		275 "	46,178
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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OCT 5 1962
FOR FILING

E-3(1)
5832

October 4, 1962

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 5832, the Clackamas Overcrossing-Park Place Section grading and paving project on the Cascade Highway in Clackamas County, is anticipated. This project was contracted to C. R. O'Neil of Creswell, Oregon, and Dorman Construction Company of Vancouver, Washington, as a joint venture.

The original project authorization was $1,166,267.59. The present anticipated cost is $1,244,871.65, indicating an overrun of $78,600, or 6.74 per cent.

The reasons for the overrun are: (1) The permanent signing was done as part of this project and not separately as originally planned; (2) Utility adjustments cost more than had been anticipated largely due to refusal of the Clackamas Water District to move its lines at its own expense. We moved the lines and will make demand for payment as soon as the total amount due us can be determined exactly; (3) The unit weight of the base rock was slightly higher than had been computed and an overrun was experienced; and (4) A strike in 1961 caused a delay in the job, requiring an additional season, and thus considerably more engineering man-days than had been anticipated.

This matter will be presented at the November 1 Commission meeting and an additional authorization in the amount of $78,604.06 is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison

CHB:BJH · hlb:cr

FORM E-30 80M 8-62 43508

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1962

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

SUBJECT: Overrun of Project Authorization
Clackamas O'Xing-Park Place Section
Cascade Highway
Contract No. 5832

Attached is a Report on Expected Overrun of Project Authorization on the abovenamed project. This project is under contract to a joint venture of C. R. O'Neil of Creswell and Dorman Construction Co. of Vancouver.

The major reasons for the overrun are:

1. Overrun of engineering costs. This project was let in January, 1961, and was seriously delayed by a strike of equipment operators in the summer of 1961. The project should have been completed in one season. This additional time required that the engineering crew spend more man-days on the project than had been anticipated.

2. Overrun of bid quantities for base rock. The crushed rock on this material was taken from the Clackamas River, and was quite wet when put on the road. This increased the unit weight of the material. The sprinkling item on the project underran some $4,000.

3. Overrun in utility costs. An amount of $3,750 was set up for utility adjustments in the original project authorization. This originally anticipated work overran largely due to the fact that the City of Gladstone had to move more line than we had figured. The major reason for the overrun in the utility work is the nearly $14,000 spent in moving the Clackamas Water District lines. This adjustment is the subject of a legal controversy and it is expected that a suit will be filed against the Water District if they do not reimburse the State for the work done. Demand for payment will be made as soon as the exact amount is known. An Extra Work Order for the Clackamas Water District water line relocation was submitted and approved in the amount of $18,000.

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OCT 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

4. Overrun in signing costs resulted from the need for a large amount of temporary signing during construction in this heavily travelled area. Also, after the project was under way, it was decided to install the permanent signing on this project instead of under a separate contract. This permanent signing is being done by State Forces without Bureau of Public Roads participation, at a cost of $8,830, under an approved Order for State Force Work.

It is recommended that the project authorization be increased by $78,604.06, from $1,166,267.59 to $1,244,871.65. This matter has been discussed with the Area Engineer of the Bureau of Public Roads who concurs in this recommendation.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachment

FORM E-302—5CM—8-62 41609

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 23, 1962

To:
Mr. A. E. Johnson
Division Engineer
O F F I C E

SUBJECT: Overrun of Project Authorization
Clackamas O'Xing-Park Place
Cascade Highway
Contract No. 5832

Submitted herewith are forms for reporting anticipated 6.7% overrun of the subject project authorization.

As indicated on the face of the form, the principal causes of the overrun are:

1. Engineering $39,065 overrun. The project was presumed to be a one-season job with 125 workdays allowance. The contractor was working two shifts on crushing and rock base haul at the time the 1961 strike occurred. This loss of time and prolonging of the project into midsummer of 1962 added to engineering costs.

2. The largest overrun on contract bid quantities occurred in coarse base, 22,420 tons and 3/4"-0 base 6,000 tons. This added approximately $36,100 to the project cost. The overrun was due largely to the heavy wet material with the natural fines retained in the coarse base material. The material appeared to average about 3,000# lb. per cu.yd.

Other bid item overruns that materially affect the project costs were drainage excavation 2,400 cu.yd. $6,000 and asphaltic concrete 880 tons $4,180.

3. For utility adjustment, the project authorization set up $3,750. The actual cost was $22,300. The EWO No. 3 to re-establish Clackamas Water District mains amounted to $14,000. Reimbursement to City of Gladstone amounted to $4,900.

4. For directional signing, $1,500 was set up. The final cost will approximate $5,800.

5. Permanent signing was not set up on the project authorization. The State Force estimate for this work is $8,830.

W. J. Scofield
Resident Engineer

WJS:fb
Encl.

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NOV 20 1962
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OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Clackamas Overcrossing - Park Place Date August 23, 1962

Highway Cascade Contract No. 5632

County Clackamas Kind of Work Grading & Paving Contractor C.R. O'Neil & Dorman Constr. Co.

Contract Amount ..... $ 1,016,932.30

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
~~Major items, itemized:~~			
(See attached Sheet #1)			+ $43,789.00

Minor items, unitemized algebraic total (See Sheets #2 and 3) - 8,945.51

Subtotal ..... $ + 34,843.49

Approved work orders (Price, extra work and state force orders) (See attached Sheet #4) $ 68,827.18

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	

Minor items, unitemized algebraic total (See attached Sheets #4 and 5)

Subtotal ..... $ + 2,268.68

Authorization for engineering ..... $ 82,934.59

Expected over-run of engineering authorization ..... $ + 39,065.41

Costs not included above (explain) ..... $ None

Allowance for future contingencies (_____% of work remaining) ..... $ None

Credits to come from transfers and deductions ..... $ None

Present estimate of project cost ..... $ 1,244,871.65

Brief Statement of principal causes of over-run: (1) Engineering overrun due primarily to the strike of 1961 delaying the completion of the project; (2) Overrun in coarse base and 3/4"-0 tonnage due to saturated condition of the material; (3) Insufficient amount ($3,750) set up in original authorization for Utility Adjustment, $22,300 expended; (4) $1,500 set up in authorization for "Directional Signing", $5,800 estimate to be expended; (5) $8,630 estimate for State Force signing, not included in original authorization.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 1,166,267.59	
Present estimate of project cost	$ 1,244,871.65	
Expected over-run (Amount)	$ 78,604.06	
Expected over-run (per cent)	6.74	

Submitted by: L.V. Erickson
Resident Engineer

Confirmed by: E. Howlett
Division Engineer

Noted by: M Klaboe
Construction of Bridge Engineer

Noted by: J.H.H.
Deputy or Assistant State Highway Engineer

State Printing 86719

EXPECTED OVERRUNS & UNDERRUNS ON CONTRACT ITEMS — SHEET #1

MAJOR ITEMS ITEMIZED:

	Item	Quantity	Unit Price	Amount
No. 2	Drainage Excavation, Uncl.	≠ 2,400 c.y.	2.50	≠ 6,000.00
3	General Excavation, Uncl.	≠ 3,500 c.y.	0.44	≠ 1,540.00
39	Type 3 Fence	232 rods	17.50	- 4,060.00
40	Coarse Crushed Mat'l in base	≠ 22,420 Tons	1.25	≠ 28,025.00
41	3/4"-0 Mat'l in base	≠ 6,010 Tons	1.35	≠ 8,113.50
50	Class "B" Asphaltic concrete	878 Tons	4.75	≠ 4,170.50
				≠ 43,789.00

EXPECTED OVERRUNS AND UNDERRUNS ON CONTRACT ITEMS — SHEET # 2

MINOR ITEMS ITEMIZED:

	Item		Quantity		Unit Price		Amount
No. 4	Short overhaul	≠	88,000	yd. sta.	0.01	-	880.00
5	Long "	-	10,000	c.yd.sta.	0.30	-	3,000.00
7	12" Concrete Pipe	≠	603	L.F.	2.40	≠	1,447.20
8	15" Concrete Pipe	-	314	"	4.00	-	1,256.00
9	18" Concrete Pipe	-	108	"	5.30	-	572.40
10	24" Concrete Pipe	-	434	"	6.70	-	2,907.80
11	36" Concrete Pipe	-	26	"	11.75	-	305.50
12	72" Concrete Pipe Extra Strength	≠	20	"	40.00	≠	800.00
13	8" Sewer Pipe	-	38	"	1.60	-	60.80
14	12" " "	≠	280	"	2.20	≠	616.00
15	18" " "	-	116	"	4.35	-	504.60
16	21" " "	-	56	"	5.00	-	280.00
17	24" " "	-	84	"	5.85	-	491.40
18	6" Perf. Metal Dr. Pipe	≠	1,112	"	1.70	≠	1,890.40
19	Special Backfill in drain	≠	140	c.y.	6.00	≠	840.00
20	15" Culvert End Sections	≠	40	ea.	32.00	≠	320.00
21	18" " " "	-	1	ea.	38.00	-	38.00
22	24" " " "	-	4	ea.	58.00	-	232.00
23	36" " " "	≠	1	ea.	127.00	≠	127.00
24	Concrete Inlets, type "G"	-	1	ea.	150.00	-	150.00
25	Concrete Inlets, type "G-2"	≠	1	ea.	150.00	≠	150.00
27	Concrete Manholes	≠	1	ea.	250.00	≠	250.00
28	Concrete Curbs	-	1.52	c.y.	48.00	-	72.96
29	Class "A" Concrete	-	0.57	c.y.	60.00	-	34.20
30	Metal reinforcement	≠	586	lb.	0.15	≠	87.90
31	1 1/2" Electrical Conduit	-	186	L.F.	0.90	-	167.40
33	Salv. & Reinstalling Guard Rail	≠	140	L.F.	1.20	≠	168.00
34	Metal Guard Rail		200	L.F.	2.30	≠	460.00
35	Guide Posts, type M-1	≠	158	ea.	5.70	≠	900.60
36	Guide Posts, type M-2	≠	6	ea.	6.60	≠	39.60
37	Guide Posts, type T-2	≠	36	ea.	6.60	≠	237.60
42	Sprinkling	-	2,386	M-Gals.	1.75	-	4,175.50
44	3/4"-0" Material in Binder Course	-	287	c.y.	2.75	-	789.25
45	Furnishing & Placing Aggregates	≠	422	c.y.	4.00	≠	1,688.00

EXPECTED OVERRUNS AND UNDERRUNS ON CONTRACT ITEMS SHEET #3

Item		Quantity	Unit Price	Amount
46	Re-3 Asphalt	- 178 Tons	40.00	- 7,120.00
47	120-150 Asphalt	≠ 11 Tons	45.00	≠ 495.00
48	RS-2 Asphalt	≠ 9 Tons	45.00	≠ 405.00
49	Extra Oiling Approaches	≠ 26 Sq.	25.00	≠ 650.00
51	Extra for Paving Approaches	≠ 6 Sq.	25.00	≠ 150.00
52	Asphalt Concrete Traffic Markers	≠ 825 L.F.	0.60	≠ 495.00
53	Rounding Gutbanks	≠ 12,500 L.F.	0.15	≠ 1,875.00
				8,945.51

APPROVED WORK ORDERS

SHEET #4

E. W. O. #1	Flagging	
E. W. O. #2	Directional Signing	$ 26,500.00
E. W. O. #3	Re-established Clackamas Water Dist. Mains	1,500.00
E. W. O. #4	Type 2 Fence	18,000.00
E. W. O. #6	Clear and Grub Access Roads	2,200.00
E. W. O. #7	Lower 3/4" Water Pipe	400.00
E. W. O. #8	Const. Drainage Ditch & Pipe	150.00
E. W. O. #9	Furnish Guard Rail Replacement	1,000.00
E.W. O. #10	Remove Unstable areas	300.00
		300.00
		32,350.00

S. F. O. #1	Reimburse Park Place Water District	781.16
S. F. O. #2	Seeding and Mulching	5,800.00
S. F. O. #3	Reimburse City of Gladstone Water District	4,271.00
S. F. O. #4	Install luminaires at 82nd and Lake Road	200.00
S. F. O. #5	Reimburse Northwest Natural Gass Co.	797.43
S. F. O. #6	Reimburse Portland General Electric Co.	1,254.29
S. F. O. #8	Install direction and traffic control signs	8,830.00

P. A. #1	18" Cor. Metal Pipe	1,831.50
P. A. #2	Sacked Cement Riprap	450.00
P. A. #3	Furn. & Place Aggregates	4,750.00
P. A. #4	Additional Compensation for Asphaltic Concrete	1,375.00
P. A. #5	HC - 250	6,000.00
P. A. #76	Guide Posts, Y-1	136.80
	Total E.W.O., S.F.O. & P.A.s	68,827.18

Expected Overruns & Underruns of Work Orders

E.W.O. #1	Flagging	-500.00
E. W. O. #2	Directional Signing	+ 4,300.00
E. W. O. #3	Re-establish Clackamas Water District Mains	- 4,274.24
E. W. O. #4	Type 2 fence	+ 1,290.00
E. W. O. #6	Clear and Grub Access Road	+ 41.99
E. W. O. #7	Lower 3/4" Water Pipe	+ 212.26
E. W. O. #10	Remove Unstable Areas	- 104.04

S. F. O. #3	Reimburse City of Gladstone Water District	+ 647.69
S. F. O. #4	Install luminaires at 82nd and Lake Road	- 115.68
S. F. O. #5	Reimburse Northwest Natural Gas Co.	+ 414.52
S. F. O. #6	Reimburse Portland General Electric Co.	+ 427.18

P. A. #1	18" Cor. Metal Pipe	- 138.60
P. A. #2	Sacked Cement Riprap	- 11.40
P. A. #3	Furn. & Plac aggregates	+ 365.00
P. A. #4	Additional Compensation for Asphaltic Concrete	+ 800.00
P. A. #5	R-C 250	-1,286.00
		+ 2,268.68

Form E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHI

Section Clackamas Overc[illegible]ssing-Park Place County Clackamas

Kind of work Grading and Pa[illegible]ing Highway Cascade

Contractor C.R. O'Neil & Dorman Construction Co. Date of award January 27, 1961

Sheet 1 of 4 5

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount
1. Clearing and Grubbing	Lump Sum		All Spec	$ 32,000 00	100%	32,000 00
2. Drainage Excavation, Uncl.	cu.yd.	$ 2 50	3,600	9,000 00	6,000	15,000 00
3. General Excavation, Uncl.	cu.yd.	44	426,500	187,660 00	430,000	189,200 00
4. Short Overhaul	yd.sta.	01	1,238,000	12,380 00	1,150,000	11,500 00
5. Long Overhaul	C-yd.sta.	30	75,000	22,500 00	65,000	19,500 00
6. Finishing Roadbed & Slopes	Lump Sum		All Spec	14,000 00	100%	14,000 00
7. 12" Concrete Pipe	lin.ft.	2 40	540	1,296 00	1,143	2743 20
8. 15" Concrete Pipe	lin.ft.	4 00	1,190	4,760 00	876	3,504 00
9. 18" Concrete Pipe	lin.ft.	5 30	1,900	10,070 00	1,792	9,497 60
10. 24" Concrete Pipe	lin.ft.	6 70	590	3,953 00	156	1,045 20
11. 36" Concrete Pipe	lin.ft.	11 75	390	4,582 50	364	4,277 00
12. 72" Concrete Pipe, Extra Strength	lin.ft.	40 00	220	8,800 00	240	9,600 00
13. 8" Sewer Pipe	lin.ft.	1 60	140	224 00	102	163 20
14. 12" Sewer Pipe	lin.ft.	2 20	330	726 00	610	1,342 00
15. 18" Sewer Pipe	lin.ft.	4 35	200	870 00	84	365 40
16. 21" Sewer Pipe	lin.ft.	5 00	460	2,300 00	404	2,020 00
17. 24" Sewer Pipe	lin.ft.	5 85	1,000	5,850 00	916	5,358 60
18. 6" Perf. Metal Drain Pipe, Uncoated	lin.ft.	1 70	820	1,394 00	1,932	3,284 40
19. Special Backfill in Drains	cu.yd.	6 00	120	720 00	260	1,560 00
20. 15" Culvert End Sections	each	32 00	15	480 00	25	800 00
21. 18" Culvert End Sections	each	38 00	18	684 00	17	646 00
22. 24" Culvert End Sections	each	58 00	6	348 00	2	116 00
Sub Totals				$ 324,597 50		327,522 60

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

Form P-[illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY

Section Clackamas Overcrossing-Park Place County Clackamas W
Kind of work Grading and Paving Highway Cascade U
Contractor C.R. O'Neil & Dorman Construction Co. Date of award January 27, 1961 E

Sheet 2 of ~~4~~ 5

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Qu
Subtotal, Brought Forward				$ 324,597 50		327,522 60	
23. 36" Culvert End Sections	each	$127 00	2	254 00	3	381 00	
24. Concrete Inlets, Type "G"	each	150 00	4	600 00	3	450 00	
25. Concrete Inlets, Type "G-2"	each	150 00	1	150 00	2	300 00	
26. Concrete Inlets, Type "D"	each	150 00	14	2,100 00	14	2,100 00	
27. Concrete Manholes	each	250 00	2	500 00	3	750 00	
28. Concrete Curbs	cu.yds.	48 00	20	960 00	18.48	887 04	
29. Class "A" Concrete	cu.yds.	60 00	30	1,800 00	29.43	1,765 80	
30. Metal Reinforcement	lb.	15	2,800	420 00	3384	507 90	
31. 1-1/2 Inch Electrical Conduit	lin.ft.	90	1,860	1,674 00	1,674	1506 60	
32. Galvanized Junction Boxes	each	27 00	6	162 00	6	162 00	
33. Salvaging and Reinstalling Guard Rail	lin.ft.	1 20	1,900	2,280 00	2,040	2,448 00	
34. Metal Guard Rail	lin.ft.	2 30	4,100	9,430 00	4,300	9,890 00	
35. Guide Posts, Type W-1	each	5 70	220	1,254 00	378	2,154 60	
36. Guide Posts, Type W-2	each	6 60	6	39 60	12	79 20	
37. Guide Posts, Type Y-2	each	6 60	70	462 00	106	699 60	
38. Guide Posts, Type Y-3	each	7 10	2	14 20	2	14 20	
39. Type 3 Fence	rods	17 50	2,600	45,500 00	2,368	41,440 00	
40. Coarse Crushed Mat'l in Base	ton	1 25	264,700	330,875 00	257,120	358,900 00	
41. 3/4"-0 Material in Base	ton	1 35	30,200	40,770 00	36,240	48,883 50	
42. Sprinkling	M-gals.	1 75	6,400	11,200 00	4,014	7,024 50	
43. Preparation of Base	Lump Sum		All Spec	5,000 00	100%	5,000 00	
Subtotals				$ 780,042 30		512,866 54	

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

Form E-206—20000

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY

Section Clackamas Overcrossing-Park Place County Clackamas W
Kind of work Grading and Paving Highway Cascade WO
Contractor C.R. O'Neil & Dorman Construction Co. Date of award January 27, 1961 Es

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Qu
Sheet 3 of 4 & 5							
Subtotal, Brought Forward				$ 780,042 30		$12,866 54	
44. 3/4"-0 Material in Binder Course	cu.yd.	$ 2 75	1,280	3,520 00	993	2,730 75	
45. Furnishing & Placing Aggregates	cu.yd.	4 00	600	2,400 00	1022	4,088 00	
46. RC-3 Asphalt	ton	40 00	200	8,000 00	22	880 00	
47. 120-150 Asphalt	ton	45 00	44	1,980 00	55	2,475 00	
48. RS-2 Asphalt	ton	45 00	16	720 00	25	1,125 00	
49. Extra for Oiling Approaches	each	25 00	7	175 00	33	825 00	
50. Class "B" Asphaltic Concrete	ton	4 75	45,300	215,175 00	46,178	219,345 50	
51. Extra for Paving Approaches	each	25 00	12	300 00	18	450 00	
52. Asphaltic Concrete Traffic Markers, Type "L"	lin.ft.	60	6,200	3,720 00	7,025	4,215 00	
53. Rounding Cutbanks	lin.ft.	15	6,000	900 00	18,500	2,775 00	
Subtotal (Contract Bid Items)				$1,016,932 30		1,054,775 79	
Flagging, State Share EWO #1				8,500 00		8,000 00	
Seeding & Mulching SPO #2				6,000 00		5,800 00	
Directional Signing EWO #2				1,500 00		5,800 00	
Adjust Utilities				3,750 00		(22,319 03)	
Contingencies				46,650 70			
Engineering				82,934 59		122,000 00	
EWO #3 Re-establish Clackamas Water Dist. Mains						13,725 76	
EWO #4 Type 2 Fence						3,490 00	
EWO #6 Clear & Grub Access Roads						441 99	
Totals				$1,166,267 59		$1,211,033 54	

Adjust Utilities Contingencies Engineering EWO #3 Re-establish Clackamas Water Dist. Mains EWO #4 Type 2 Fence EWO #6 Clear & Grub Access Roads — Estimate Corrected to Date Quantity: Lump Sum; Amount: $22,319.03

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

Form E-206—2000

OREGON STATE HIGHWA. DEPARTMENT—MONTHLY

Section Clackamas Overcrossing-Park Place County Clackamas We
Kind of work Grading and Paving Highway Cascade Sp
Contractor C. R. O'Neil & Dorman Construction Co Date of award January 27, 1961 Est

Item Sheet 4 of 4 ~~5~~	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Qua
Subtotal, Brought Forward				$1,166,267 59		1214 023 54	
EWO #7 Lower 3/4" Water Pipes						362 26	
PA #1 18-inch Corr. Metal Pipe	lin.ft.	$ 4 95			342	1692 90	
PA #2 Sacked Cement Riprap	cu.yd.	30 00			1462	438 60	
PA #3 Furn. & Place Aggregates	cu.yd.	4 00			705	2820 00	
" " 120-150 Asphalt	ton	45 00			37	1665 00	
" " RS-2 Asphalt	ton	45 00			14	630 00	
PA #4 Additional Compensation for Asphaltic Concrete	ton	1 25			1740	2175 00	
SFO #1 Reimburse Park Place Water District						781 16	
SFO #3 Reimburse City of Gladstone Water District						4,918 69	
SFO #5 Reimburse Northwest Natural Gas Co.						1,211 95	
SFO #6 Reimburse Portland General Electric Co.						1681 47	
SFO #7 Install Luminaires at 82nd and Lake Road						84 32	
SFO #8 Install direction & traffic control signs #276						3,830 00	
P.A. #5, RC-250					17285	4,914 00	
EWO #8 Cont. U. Utah & Pipe						1,000 00	
EWO #9 Furn. G.R. Replacement						300 00	
Totals				1,166,267 59		1244538 89	

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".
Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

Form E-256—

OREGON STATE HIGHWAY DEPARTMENT—MONTH

Section Clackamas C'nty-Park Place **County** Clackamas

Kind of work Grading & Paving **Highway** Cascade

Contractor C.K. C'Neil & Portland Const. Co. **Date of award** Jan. 27, 1961

Item	Unit	Unit Price	Original Authorization		Estimate Corrected to Date	
			Quantity	Amount	Quantity	Amount
Sheet 5 of 5						
Subtotal, Brought forward				$166,267 59		$244,538 89
EWO #10, Remove Unsuitable Area						195 96
PA #3, Y-1, Guide Posts						136 80
Totals				$166,267 59		$244,871 65

Instructions: If an increase in construction authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the per cent of overrun in space "b".

Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

RECEIVED
AUG 17 1962
FOR FILING

August 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 9, 1962, on Contract No. 5832, Clackamas Overcrossing-Park Place Section, in Clackamas County, in connection with Federal-aid Project No. F-304(6).

Please advise us, by letter, of the date on which this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt

cc: H. S. Cox

RECEIVED
COMMISSIONERS SEP 1962
FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
LLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 6, 1962

Mr. Guy Mount, Jr.
Route 2, Box 785
Oregon City, Oregon

RE: Clackamas O'Xing-Park Place Section
Park Place Intersection
Cascade Highway

Dear Sir:

I am writing in reply to your letter of July 18 concerning the at-grade intersection at Park Place. I wish to advise you that the intersections throughout the length of the project just completed in your area, including the Park Place intersection, have been under observation by our traffic engineering people since the opening of the project.

Traffic investigation shows that there is more than adequate sight distance at the particular intersection you are referring to and that approaching traffic can be observed for 18 to 20 seconds before it enters the intersection. Cars crossing the new four-lane highway have been timed at six seconds from a dead stop on one side of the intersection until they are clear of the roadway at the other side. It is the opinion of our traffic engineers that the intersection at Park Place should not be more dangerous than any other intersection with a four-lane highway.

One of the railroad crossings to which you refer is the crossing of Forsythe Road which is under the jurisdiction of Clackamas County. The remaining railroad crossing to which you refer is the railroad crossing of the Southern Pacific Railroad and the highway to Oregon City. The matter of the railroad crossing, which is under the jurisdiction of the Oregon State Highway Department, is being referred to our Division Engineer located in Milwaukie, Oregon for any action that may be necessary.

NOTED
R. L. PORTER

AUG 8 1962

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

GKA:jp:fp

cc G. S. Paxson
R. L. Porter
A. E. Johnson

CONSTRUCTION DIVISION
RECEIVED
JUL 26 1962
ROUTE CE ACE CCE

July 18, 1962

Mr. F.D. Morgan
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Dear Mr. Morgan:

I am writing this letter regarding the recently completed stretch of highway between Oregon City and Clackamas, Oregon, and also the Southern Pacific grade crossing at Park Place, Oregon. I wish to express a very strong protest against the present arterial stop at Park Place and the grade crossing. I believe that both of these problems are a hazard to transportation and a very dangerous element to safety.

As a resident of the Clackamas River Road, I am required to drive between my home and Oregon City at least twice a day. In order for me to get to work I am required to stop at the arterial in Park Place, then wait for both north and south bound traffic, traveling at a high rate of speed, to pass; then make a left hand turn which, due to a dividing strip, requires me to pass over five lanes of traffic before heading south bound. I am required to maintain a constant vigil north and south as well as ahead which is most burdensome to any driver due to the fact that cars are traveling at a high rate of speed. Should I happen to make this journey at a busy traffic hour, the situation is compounded many times. Also in the process of getting to work I am required to go over the Southern Pacific grade crossing. There are two railroad tracks over which I must pass and these are in poor condition. It seems that at least the Southern Pacific Railroad be required by the proper authorities to maintain a grade crossing which does not shake the car to pieces.

A simple solution to the problem for people living along the Clackamas River and in the hills above Park Place would have been to maintain the existing road into Oregon City with an underpass built where the new road was constructed; then entrance traffic would have been from the right hand lane and would have made south bound traffic for residents of our area, simple. The way matters now stand you have created an extreme hazard for all traffic. It seems only fair that at least a red and green light should be installed to direct the flow of this traffic.

I am not in the habit of writing letters to express complaints and petty grievances. I do feel, however, that this matter is of significant enough importance to call to your attention. I hope that I may have a letter expressing your ideas regarding the subject.

Sincerely,

Guy Mount, Jr.

Guy Mount, Jr.
Route 2 Box 785
Oregon City, Oregon

GM/jmp

RECEIVED
1962
FOR FILING

August 3, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Transmitted herewith are three sketches of the comparison of vehicular traffic on the Clackamas Over-crossing-Park Place Section of the Cascade Highway, OdF213. Traffic is indicated before and after opening of this new section, as well as estimated 1958 average daily traffic.

Traffic has increased from 7,500 average daily traffic in 1958 to 11,300 average daily traffic in 1962 at the overcrossing north of Clackamas. This is a 50 per cent increase, and applying this percentage increase to our 1958 estimates would indicate that the traffic assignments were reasonably accurate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

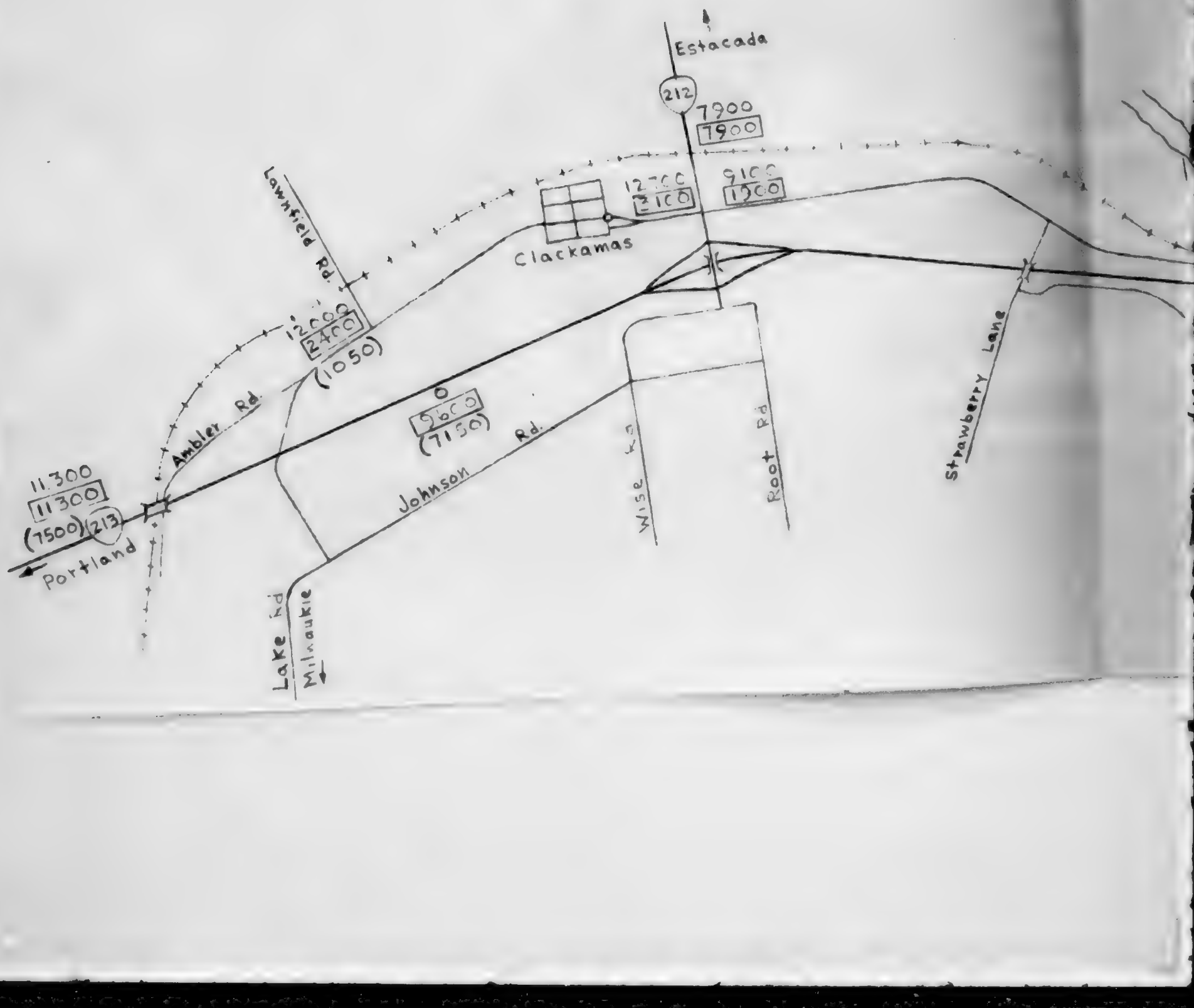
attachments
bc Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. A. E. Johnson
Mr. F. B. Crandall
Mr. R. D. Conklin
JEG:mp ms

OREGON STATE HIGHWAY DEPART
TRAFFIC ENGINEERING DIVISIO

COMPARISON OF VEHICULAR TRAFFIC, CLACKAMAS OXING
BEFORE AND AFTER CONSTRUCTION OF CASCADE HIGH

100 1962 ADT BEFORE CONSTRUCTION
[100] 1962 ADT AFTER CONSTRUCTION
(100) ESTIMATED 1958 ADT

Opened to traffic July 12, 1962

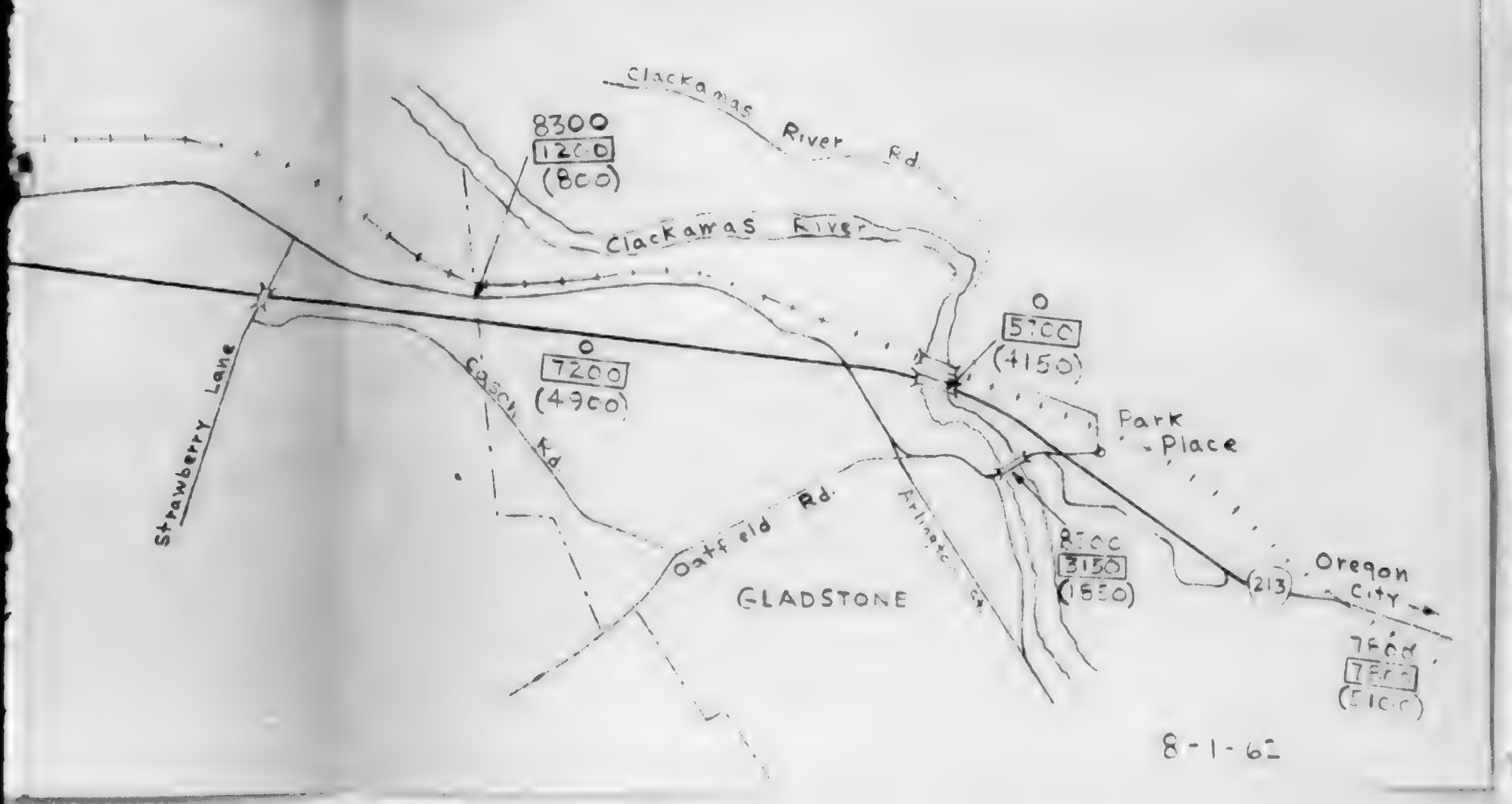


STATE HIGHWAY DEPARTMENT
IC ENGINEERING DIVISION

AFFIC, CLACKAMAS OXING - PARK PLACE SECTION,
UCTION OF CASCADE HIGHWAY ORE 213

DT BEFORE CONSTRUCTION
DT AFTER CONSTRUCTION
TED 1958 ADT

ffic July 12, 1962



RECEIVED
1962
FOR FILING
5832

August 2, 1962

Mr. Edward S. Marmon
Route 2, Box 780
Oregon City, Oregon

Dear Mr. Marmon:

Under date of July 17 Mr. Query acknowledged your letter of July 16 concerning traffic conditions at Park Place near Gladstone.

First, we must advise you that the present construction is a part of a long-range improvement program and that funds are not available to the Highway Commission at this time to complete this improvement throughout its length to a connection with Highway 99E. We do believe, however, that the stage construction program which is being carried out is in the public benefit. Traffic conditions on 82nd Street have been greatly improved and we are sure that a fewer number of accidents will occur because of the current construction.

Your main concern is the problem of crossing four lanes of traffic on the new highway at Clackamas River Road. This intersection has been investigated as have the intersections of Gladstone and Lake Road. It has been determined that the average time for motorists to cross the new highway is about seven seconds from the normal stop position on Clackamas River Road. Sight distance is such that approaching traffic can be observed for more than twice this time, even when such traffic does not slow down. This should provide more than adequate time to safely cross. Further, the crossing can be made in two stages - one from the edge of the highway to the median; and two - from the median to the other edge.

A traffic signal as you have suggested has been proven through long experience to increase accidents when installed on a relatively high-speed highway. We do not, therefore believe it wise to install a light at this intersection. We will, however, continue to observe this new section and will incorporate such safety controls as seem to be in order to properly safeguard the motoring public.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson
Darel Rohrbough

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D

July 30, 1962

TE 588

Mr. Edward S. Marnon
Rt. 2, Box 780
Oregon City, Oregon

Dear Mr. Marnon:

This is in further regard to your letter of July 16, 1962, regarding the traffic situation on the new section of the Cascade Highway at Clackamas River Road in Park Place. This intersection has been made the subject of an investigation together with the intersections at Gladstone and Lake Road which have similar characteristics.

Your main concern was the problem of crossing four lanes of traffic on the new highway from Clackamas River Road. Investigation disclosed that motorists are able to cross the new highway in about seven or eight seconds from the normal stop position on Clackamas River Road. A motorist entering the new highway can see approaching traffic for three or four times as long as it takes to cross the highway, even when approaching traffic does not slowdown. This more than adequate sight distance should allow safe operation at the intersection if motorists entering the new highway watch for approaching traffic.

A traffic signal as you requested would unquestionably increase the traffic hazards and particularly cause a large number of rear-end accidents on the new highway. This has been proven many times in the past when a traffic signal has been installed on a relatively high speed highway.

We will, however, continue to watch this new section of highway quite carefully and incorporate all the safety features we deem feasible in order to safeguard the motoring public. Thank you for your concern in traffic matters.

Very truly yours,

RDC:sm
cc: Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson
Darel Rohrbough

RECEIVED
JUL 18 1962
FOR FILING
5832

July 17, 1962

Mr. Edw. S. Marmon
Rt. 2, Box 780
Oregon City, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of July 16 in which you call attention to a hazardous intersection on the Cascade Secondary Highway at Park Place near Gladstone.

So that your letter may have proper attention, I am forwarding it to Mr. Forrest Cooper, State Highway Engineer, for such further action as may be necessary.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. Forrest Cooper

FQ:fp

July 16, 1962.

Oregon State Highway Commission.
Salem, Oregon.

Gentlemen!

I am most forcefully complaining about the death trap you have created at Park Place near Gladstone Ore.

In order for traffic from Clackamas River Road or Forsythe Road to get on the new highway to go South it is necessary to cross two lanes of fast Northbound traffic and to turn left from an awkward angle into fast Southbound traffic. To get to Gladstone, Highway 99E or Portland by way of 99E, it is necessary to cross four lanes of fast traffic, two Northbound and two Southbound.

It is as good an invitation to suicide as I have ever seen and I won't let my family use it. If you don't want traffic fatalities to mount rapidly you will get a Stop and Go signal on that intersection at once.

Not very Respectfully
Edw. S. Harmon

Rt #2 Box 750
Oregon City, Ore.

RECEIVED
JUL 17 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 6 1962
FOR FILING

August 1, 1962

Mr. Irwin S. Adams, Chairman
Highways - Freeways Committee
North Clackamas County Chamber of Commerce
833-A Main Street
Milwaukie, Oregon

Dear Mr. Adams:

Reply is made to your letter of July 24 concerning several problems coincident with the opening of the S.P. Over-crossing-Park Place Section of the Cascade Highway for traffic.

The Lake Road intersection has been under study since the section was opened. Driver patterns have been determined and corrective measures in the form of enlargement of the islands and closing up of the median strip opening to more closely confine the vehicles' movements have been done and I understand are working quite well.

Your second query concerns an overpass for foot traffic over the Cascade Highway at Clackamas Avenue. In one of the original plans investigated in the design of this project, a study had been made of a structure carrying Clackamas Avenue over the freeway. This was not incorporated in the final plans as it did not prove feasible due to its proximity to the interchange.

The third matter you brought up concerning the no-parking signs on highway shoulders at Jannsen Road and old 82nd will be re-investigated and appropriate action taken.

Very truly yours,

Forrest Cooper
State Highway Engineer

TE:jw

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall
A. E. Johnson - Please investigate and report with recommendation.

TE

NORTH CLACKAMAS COUNTY Chamber OF Commerce

833-A Main Street — Milwaukie, Oregon
Phone: 654-7777 Area Code: 503

July 24, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem 10, Oregon

Dear Mr. Cooper:

Some of our constituency in this Chamber of Commerce have expressed concern with regard to the Cascade Freeway and an intersection or two.

Firstly, at the intersection of Lake and Cascade there have been said to be 11 or so accidents. It is understood that you secured the ground necessary for a cloverleaf and still retain ownership of it, but for reasons of practical economy have not completed this project. It is further understood that the highway is posted for 35 miles at this intersection, but this speed is much more honored in the breach than in observance. It is presumed that you have plans for either a temporary or permanent solution of this problem. What do you plan?

Secondly, there seems to be recollection on the part of some that you had planned an overpass for foot traffic over Cascade at Clackamas Avenue. Would you please tell us what is shaping up in this connection.

Also, At this intersection of 82nd Avenue and Jannsen Road in Clackamas there are 4 signs - "NO PARKING ON HIGHWAY SHOULDERS." These are recommended for removal since Jannsen Road is dead-end and carries no traffic. We find also that the original sign petitioner is no longer in business at this intersection.

Thank you very much.

With Kindest Personal Regards,

Irwin S. Adams

Irwin S. Adams, Chairman
Highways - Freeways Committee.

√ Ed W
- Let's discuss.

If you have not received your copy of the Enterprise-Courier by 6 p.m. call OL 6-1911, the E-C circulation department by 7 p.m. or between 9 a.m. and 7 p.m. the following day.

THE NEW Enterpris

SERVING OREGON CI

Volume 96, Number 144

OREGON CITY, OREGON, TUESDAY, JULY 24, 1962

Traffic Hazardous at Three Intersections

PARK PLACE intersection at the Cascade Freeway looks like this. Motorists wanting to cross the busy highway have a ticklish situation, but can make it with patience. It is one of the three dangerous intersections that have blossomed from the freeway, opened just two weeks ago.

HERE'S WHAT it looks like from the driver's seat while awaiting a chance to cross Cascade Freeway. Driver at right pulls up, looks to his left for clearance, then scoots across when the southbound lane is clear at the same time. Speed limit on the Cascade Freeway at present is 35 m.p.h.

GLADSTONE INTERSECTION with the Cascade Freeway looks like this, with the intersection shown in the near background. There have been at least three accidents at this intersection, which is well used by local residents crossing from old 82d Ave. to Gladstone area.

MAIN DANGER POINT on the Cascade Freeway is this one at Lake Road. There have been more than nine accidents at this point in the short time the freeway has been open. State highway department officials recommend that persons accustomed to traveling Lake Road take the Clackamas Ave. overpass instead.

AN ACCIDENT A DAY AVERAGE

Cascade Freeway Car Accidents

If you have not received your copy of the Enterprise-Courier by 6 p.m. call OL 6-1911, the E-C circulation department by 7 p.m. or between 9 a.m. and 7 p.m. the following day.

THE NEW Enterpris

SERVING OREGON C

Volume 96, Number 144 OREGON CITY, OREGON, TUESDAY, JULY 24, 196

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AN ACCIDENT A DAY AVERAGE

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AN ACCIDENT A DAY AVERAGE

Cascade Freeway Car Accidents Alarm State, Local Residents

By BRYCE WHITE

Residents of the Clackamas area this week were stirred up over a startling number of automobile accidents at three intersections of the new $1,600,000 Cascade Freeway north of Oregon City, but the state highway department was already fast at work studying methods of alleviating the danger points along the four-lane freeway, opened less than two weeks ago.

The three intersections along 4.4 mile Cascade Freeway are at Park Place, Gladstone and at Lake Road, which is said to be the worst. Some residents of the Clackamas area have expressed fears the intersections have become "death traps." The freeway runs from Park Place to Harmony Road.

State police said there have been 14 accidents at the three intersections, nine at the Lake Road intersection alone, in the short time since the freeway opened. State police cars are patrolling along the freeway to get drivers to obey the 35 mile-per-hour speed limit, imposed by the state while tail-end construction still goes on.

A. E. Johnson, division engineer of the highway department in Milwaukie, said the highway department has plans for overpass structures to alleviate the traffic hazards, but that funds have been exhausted.

The highway department did not anticipate the traffic troubles along the Cascade Freeway, but it has launched an intensive investigation to determine methods of solving the problems.

Among the ideas being considered are traffic signals and rerouting signs for motorists to cross at the Clackamas Ave. overpass.

Johnson said it will take a while for motorists to get used to going across the overpass, but that use of this span would reduce driving hazards. He said that perhaps the highway department had not put up enough directional signs to detour motorists from Lake Road across the overpass.

"This may be one of the things we find out from our investigation in a few days," Johnson said.

Meanwhile, the North Clackamas County Chamber of Commerce was reported Monday to be contemplating writing a letter to the highway department in Salem, asking if plans are being made to help reduce traffic accidents at the intersections. The chamber also may ask if there are plans in the works for a pedestrian walkway at Clackamas Ave. to permit children access to schools on both sides of the freeway.

Drivers reported Monday that "it was difficult" to cross four busy traffic lanes, and that it amounted to "taking your life in your hands" to try, particularly at peak traffic hours.

The state highway department indicated it is well aware of these difficulties, and that something will be done in a short time.

Division engineer Johnson said his department recommends that motorists take the Clackamas Ave. overpass to avoid hazards at the intersections.

Enterprise-Courier

SERVING OREGON CITY—LAKE OSWEGO—MILWAUKIE—CLACKAMAS COUNTY

OREGON CITY, OREGON, TUESDAY, JULY 24, 1962 Phone OL

ree Intersections

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RECEIVED
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FOR FILE C
6/22

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1962

To: Mr. Victor D. Wolfe
Administrative Assistant
OFFICE

SUBJECT: Clackamas O'Xing-Park Place
Cascade Secondary Highway

Following are the pertinent facts on the Clackamas Overcrossing-Park Place Section of the Cascade Secondary Highway, which you requested.

This is a State Secondary project on a Federal Aid Primary highway project. It involves 4.41 miles of grading and paving, widening the existing Clackamas Overcrossing structure, a new structure crossing over the highway at the Clackamas Interchange, a new structure taking Strawberry Lane over the highway and twin bridges over the Clackamas River.

This is a four-lane divided highway with wide median except for taper to narrow median at each end of the project, and has controlled access throughout.

The contract for grading and paving was awarded to C. R. O'Neil and Dorman Construction Company, joint venture, on January 27, 1961. Contract amount was $1,016,932 with total project authorization of $1,166,258. Present estimate of cost is $1,214,320 for grading and paving. The contract for the three crossing structures was awarded to Inland Construction Company on June 5, 1961 on their bid of $225,805 with an estimated total cost of $254,000. The twin bridges over the Clackamas River was awarded to C. M. Corkum Company, August 28, 1960 on their bid of $460,322. Final cost is estimated at $517,850. Overall cost of the project is estimated at $2,186,170.

The grading and paving started February 7, 1961 and involved 388,000 cubic yards of excavation, 295,000 tons of base rock and 45,300 tons of asphaltic concrete. The project is presently 90% complete and estimated completion date is July 31, 1962.

F. D. Morgan
Construction Engineer

by

F. B. Klaboe
Ass't Construction Engineer

NOTED
V. D. WOLFE
RECEIVED
JUN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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RECEIVED
JUN 19 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

4122

C. G. Polk
~~Division Engineer~~
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Subject: Record Sampling
Section: Clack. 0'Xing - Park Place
Highway: Cascade
Contract No: 5832
Fed. Aid No: F-304 (6)

Attention: Area Engineer

The work indicated below will be completed about June 30 19 62 on the aubject project.

☐	Lower Base Course	Sta._____ to Sta._____.
☐	Top Base Course	Sta._____ to Sta._____.
☒	Asphaltic Concrete Pavement (Base & Top Course)	Sta. 480 to Sta. 630.
☐	Portland Cement Concrete Pavement	Sta._____ to Sta._____.
☐	_____	Sta._____ to Sta._____.

Remarks:

This notice is submitted to you to arrange for Record Sampling in accordance with Instructional Memorandum 20-5-60.

Since record samples are to be taken by our Division Soils and Geology Section with the Bureau of Public Road's Area Engineer or his representative, it is requested that you advise this office in advance the date you wish record samples taken.

Original signed by A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:sc
cc: Tom Edwards
Res. Engr. W.J. Scofield
[redacted] Don Cano
File

RECEIVED
JUN 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DEPARTMENT

C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Subject: Record Sampling
Section: Clack. O'Xing - Park Place
Highway: Cascade
Contract No: 5832
Fed. Aid No: F-304 (6)

Attention: Area Engineer

The work indicated below will be completed about July 15 19 62 on the aubject project.

☐	Lower Base Course	Sta.____ to Sta.____.
☐	Top Base Course	Sta.____ to Sta.____.
☒	Asphaltic Concrete Pavement (Top & Base Course)	Sta. 442+50 - 620 to Sta. 480 - 655.
☐	Portland Cement Concrete Pavement	Sta.____ to Sta.____.
☐	_____	Sta.____ to Sta.____.

Remarks: It is estimated that all A.C. paving - Main road, Interchange legs, Frontage roads, etc. will be completed by July 15, 1962.

This notice is submitted to you to arrange for Record Sampling in accordance with Instructional Memorandum 20-5-60.

Since record samples are to be taken by our Division Soils and Geology Section with the Bureau of Public Road's Area Engineer or his representative, it is requested that you advise this office in advance the date you wish record samples taken.

Original Signed By A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:sc
cc: Tom Edwards
Res. Engr. W.J. Scofield
[redacted] Don Gano
File

NOTED
TOM EDWARDS

RECEIVED
JUN 7 1962
FOR FILING

June 6, 1962

Mr. C. G. York
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies Order for Extra Work No. 3, covering removal of soft spots on the Clackamas Overcrossing-Park Place section of the Cascade Highway in Clackamas County, Contract No. 9092, in connection with Federal-Aid Project No. F-304(6).

Paving was done in the area noted to make the new Clackamas River bridge useable for winter traffic. Due to adverse weather conditions and timing, part of the base and the AC paving failed, making removal and replacement necessary for stabilization.

This order covers the removal and waste of the unstable materials. Replacement will be done under contract unit prices.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
MAY 1 1962
FOR FILING

5832

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering guard rail to replace damaged portions of existing guard rail on the Clackamas O'xing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal-Aid Project No. F-304(6).

The existing guard rail is to be salvaged and reinstalled if re-usable. Damaged guard rail and materials were to be replaced as per the Special Provisions, Page 39. The traffic-damaged material to be replaced is estimated to be 15 rail members, 6 posts and miscellaneous hardware.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
APR 17 1962
FOR FILING

April 17, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering drainage correction on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal-Aid Project No. F-304(6).

Construction on this project has added water to an existing wet condition on private property in the visinity of Canon Road. Additional ditching and culvert pipe are necessary to correct the condition. Copies of the sketch showing the proposed correction are attached.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
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FOR

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5432

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1961

SUBJECT: Clackamas O'Xing-Park Place Sec.

To:

MEMO TO THE FILES

The contractor for this project has informed us that he will be unable to move an A.C. plant in and do the paving work this year. This decision on his part will result in creating hardships for the traveling public in three areas. These instances are listed separately below:

1. All users of the Cascade Highway are now required to use Pope Lane between Stations 644 and 662 as a detour. As stated in my Memo of September 20 on the same subject, the contractor will be required to pave this section of the new line at his bid price for A.C. Said requirement will be limited to a 2-inch lift on two lanes only.

2. People using Strawberry Lane and Cason Road are required to travel over a considerable distance of graveled surface. These sections are designated as the "SL-2" and "CR" lines on this project. It is proposed to place an 0-11 oil mat over said sections immediately and to reduce the planned 3 1/2-inch A.C. mat to 2 inches next year. The cost of the completed "SL-2" and "CR" lines under this proposal will approximate the cost of the original design. This work will be done by the contractor at unit prices for the respective items.

3. A similar condition to that described above under #2 exists between Bakers Ferry Road and Forcythe Road opposite Stations 635 to 652. These two roads are connected by a line designated as the "A B" Line. It too has no wearing surface. It is proposed that we substitute an 0-11 oil mat for 1 1/2 inches of asphaltic concrete as described under 2 above. This change of typical section will also be handled under the existing unit prices.

This matter has been discussed with Division Engineer Polk of the Bureau of Public Roads and has his approval. Field forces have been advised to proceed immediately, and to submit a Price Agreement as soon as possible.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

RECEIVED
SEP 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:fp

cc C. G. Polk
Forrest Cooper
A. E. Johnson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1961

SUBJECT: Clackamas O'Xing-Park Place Section

To:

MEMO TO THE FILES

Ed Hunter called this date and stated that traffic was using an inadequate detour pattern between the existing Clackamas River Overcrossing structure and the south end of this project. He further stated that the solution to the problem would be to pave the new constructed line in this area and route traffic over it. However, the contractor is unable to do the work until sometime in early December. We feel that this is too long to subject the traveling public to the detour pattern now used.

This problem was discussed with the contractor before he was allowed to obliterate the existing road and to put traffic on the detour. He stated at that time that he would be in a position to pave the new line as soon as it was ready and to then put traffic over the new line.. We agreed to his method of operation on the basis that the traveling public would only be inconvenienced for a short period of time.

The contractor now states that he can hire a commercial producer to pave this section but that it will cost him $1.75 more than the bid price. He expects the State to reimburse him for the $1.75 a ton.

Mr. Hunter was told that we do not feel this is our obligation and that the contractor will be required to put the A.C. (base only) on the new line as soon as possible and that any additional cost above the bid price will have to be borne by him.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc A. E. Johnson

RECEIVED
SEP 20 1961
FOR FILING
F-304 (4)
5832

September 19, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8:00 a.m., September 13, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Clackamas Overcrossing-Park Place Section of the Cascade Highway, No. 100.

Your concurrence is requested in the establishment of the above-described speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:pk ms

RECEIVED
SEP 15 1961
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

September 13, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. C. Folk, Division Engineer
08-35.4-0A Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Project F-304(6)
Clackamas Overcrossing-Park Place Section
Seeding and Mulching

Reference is made to your letter dated September 7, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

RECEIVED
SEP 7 1961
FOR FILING

September 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-232, covering seeding and mulching on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5632, in connection with Federal Aid Project No. F-304(6).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $5,800.00 with Federal participation of $3,480.00.

This order has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

R. G. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

Enc.

DBP:or

RECEIVED
JUL 13 1961
FOR FILING
F -
5832

July 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering extra clearing and grubbing on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal Aid Project No. F-304(6).

This work is necessary to replace existing driveways cut off by construction. The work is outside of the staked clearing limits.

The access near Station 468 will eliminate two driveways, now joining the main highway. Our construction will make the access on the road to the east of the new highway.

The change of access near Station 616 is made necessary by grade and line changes on the "G" line.

No additional or special benefit will accrue to the property owners because of these changes.

All work, in addition to the extra clearing to revise the accesses, will be done at contract prices. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JUL 12 1961
FOR FILING

58-2

July 11, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the lowering of 3/4" privately owned water lines on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal Aid Project No. F-304(6).

The three water lines noted were in service prior to the purchase of right of way for the Pope Lane Frontage Road. They are 6" to 12" below the present surface and must be lowered to accommodate the new established grade.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JUL 7 1961
FORM E-90X 50M 2-60 26119
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1961

To: MEMO TO THE FILE

SUBJECT: Clackamas Overcrossing-
Park Place Section
Cascade Secondary Highway
F. H. Louis Blaue

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

On Friday, June 30th, I contacted Ed Hunter and advised him to not permit the wrecking or demolition of Mr. Blaue's house as set forth in our contract and provided for in the condemnation proceedings. Hunter was instructed to fence out the Blaue house and to approach the contractor on the project with the idea in view of making a Price Agreement in favor of the State for the deletion of this work from his clearing. Hunter expressed some misgivings that Mr. O'Neil, the contractor, would be willing to give anything back to the State and would in turn claim some loss of salvage.

This was further discussed with the Legal Division today and it was decided that we would approach Mr. Blaue with a view of selling the house to him for $1,500 with the further provision that, in the event of a further taking in the future, we would only be obligated to pay for the land and not the house. This would require that the owner remove the little corner of the porch back to the right of way line. It was discussed that the owner had offered Mr. O'Neil $1,500 for the house. However, under the clearing specifications as set forth in the subject contract, it is not felt that contractor could deliver anything - that he had no property to sell for this amount.

We will probably get some static from Mr. O'Neil on loss of anticipated salvage, but believe this loss and the effort necessary to remove the building to our specifications would be about equal.

Tom Edwards
Construction Engineer

By L. H. Young

NOTED
FORREST COOPER

L. H. Young
Asst. Construction Engineer

LHY:jw

cc Forrest Cooper
L. I. Lindas
A. E. Johnson

RECEIVED
JUN 29 1961
FOR FILING

5832

June 29, 1961

Clackamas County Planning Commission
County Court House
Oregon City, Oregon

Attention: Mr. Ronald D. Bolton
Zoning Administrator

Gentlemen:

In compliance with your request of June 28, we are attaching a copy of State Highway Contract No. 5832 with C. R. O'Neil and Dorman Construction Co. for grading and paving the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

fp

COUNTY OF CLACKAMAS

PLANNING COMMISSION

COUNTY COURT HOUSE OREGON CITY, OREGON

Phone OLive 6-2641

June 28, 1961

Cec, please handle
76

State of Oregon
Highway Department
Construct Department
Salem, Oregon

Dear Sir:

Would you please send this office a copy of contract No. 5832, State of Oregon which is known as the Clackamas Overcrossing-Park Place Section, S. E. 82nd Avenue, Clackamas County, Oregon.

Dorman Construction Company has applied through this office for the temporary establishment of an asphalt plant in conjunction with the above-mentioned contract.

If a copy of this contract is available it will be very much appreciated.

Thank you.

Sincerely yours,

CLACKAMAS COUNTY PLANNING COMMISSION

Ronald D. Bolton

RONALD D. BOLTON
Zoning Administrator

RDB:gjt

RECEIVED
JUN 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8. 1961
FOR FILES
F-304(6)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: June 6, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-304(6), Clackamas Overcrossing-Park Place Section
Cascade Highway - Utility Adjustments

We have experienced some difficulty in the interpretation of plans and other data submitted for our consideration in connection with utility readjustments. Ideally, of course, plans, estimate and agreement would be in exact accordance with each other. In any event, the work should be so clearly defined that reviewing personnel, not familiar with the project, can readily determine what, specifically, is contemplated. The agreement should set forth the obligations of each party in an equally clear manner.

Our Regional office has been increasingly critical of our acceptance and approval of utility adjustments on what could be considered somewhat inadequate and incomplete supporting documents and data. A copy of the Region's May 29, 1961 letter is enclosed.

With your cooperation, we believe future submissions could be so presented that the criticism expressed in the last sentence of the Region's letter, "We do not consider that the January 23 and May 3 letters evidence an agreement by anyone to do anything", can be avoided.

Attachment

RECEIVED
JUN 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Room 740 Morgan Building
Portland 5, Oregon

May 29, 1961

Mr. C. G. Polk, Division Engineer
Salem, Oregon

B. M. French, Regional Engineer
08-00.7 Portland, Oregon

Oregon Project F-304(6), Utility Adjustment

Mr. DeSouza's January 23 letter lists 18 adjustments of Portland General Electric facilities required in connection with the above project. Mr. Landsem's May 3 letter, which makes no reference to Mr. DeSouza's, refers to certain adjustments in the vicinity of the Gladstone channelization which may be related to the item at the bottom of the first page of Mr. DeSouza's letter.

The large map shows, outlined in red, the work described in Mr. Landsem's letter, and like the letter it indicates that work under the company's job number 74979 will be billed to the State and work under job number 74980 will not. While Mr. Landsem's letter does not refer to the other 17 items in Mr. DeSouza's letter, the submission includes estimates in the amounts of $111.55 and $369.73 for work done in the vicinity of Cason Road, which may be related to the next to the last item on the first page of Mr. DeSouza's letter. There also is an estimate in the amount of $204.02 for work done near the line between Sections 9 and 16, T. 2 S., R. 2 E., which seems to be at a point on the line between the ninth and tenth items in Mr. DeSouza's letter.

The four estimates we have total $1,254.29, but they are not listed in any correspondence and there is no indication that others will not be submitted or that the State or your office has determined that the four are proper. We do not consider that the January 23 and May 3 letters evidence an agreement by anyone to do anything.

RECEIVED
JUN 5 1961
FOR FILING

F-304(6)
1932

477 Cottage St. N. E.
Salem, Oregon

June 1, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

08-35.4-DA

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project F-304(6), Clackamas Overcrossing - Park Place Section
Cascade Highway - Extra Work Order No. 3

Reference is made to your letter dated May 23, 1961, concerning subject Order.

At the time of our approval of the Order we were under the impression that only work estimated to cost $800 was immediately involved. Your letter states that actually work had to be performed "($17,200 without improvements) in order to proceed with the grading on the project". Such being the case it was not our intent to withhold approval of any additional minimum amount of work which had then to be undertaken.

Obviously our participation in the total cost would and does hinge on an adverse court ruling as mentioned in previous correspondence.

Your letter of April 12, 1961 was received on that date and the copies of the Order for Extra Work on the following day. As favorable action was taken on the Order some time later, due to our request for additional data, our authorization to proceed with the minimum amount of work required as of April 12, 1961 is hereby given.

RECEIVED
MAY 24 1961
FOR FILING
F-3(4)(6)
5832

May 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Project F-304(6)
Clackamas Overcrossing-
Park Place Section
Cascade Highway
Clackamas County

Dear Sir:

There is apparently a misunderstanding between the State and the Bureau of Public Roads' personnel concerning Extra Work Order No. 3 on the above project. This Extra Work Order is for the relocation of the water lines owned by the Clackamas Water District.

The original estimate submitted by the Water District was slightly in excess of $24,000 and included a small amount of work which constituted improvement to the system. This also included work on the system where the existing facilities were on private property, as outlined in our Legal Department's letter to the District.

Our estimate of $18,000 included that portion which was legally the obligation of the State ($800 estimate) as well as the minimum amount of work required ($17,200 without improvements) in order to proceed with the grading on the project. Mr. Schwiesow of your office was under the impression that this amount ($17,200) was not now necessary to begin the work but was desirable only from the standpoint of the District.

Our contractor was ordered to begin work shortly after the letter was written to you on April 12 and the work has by now been essentially completed. Your authorization to proceed with the minimum amount of work required as of April 12 is hereby requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
CHB:fp fn

RECEIVED
MAY 22 1961
COMMISSIONERS
FOR FILING

M. [illegible] MOMER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-3-4(6)
5832

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 18, 1961

Portland General Electric Company
621 S.W. Alder Street
Portland 5, Oregon

Power Line Adjustment
Clackamas Overcrossing-
Park Place Section
Cascade Highway
Clackamas County

Attention Mr. Cliff Robertson

Gentlemen:

Your agreement with the State as evidenced by the exchange of letters dated January 23, 1961 and May 3, 1961 has been approved by the Bureau of Public Roads.

Your are hereby authorized to proceed with the work as of May 11, 1961. Reimbursement for work done subsequent to this date will be made under the terms of PPM 30-4.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Asst. Field Construction Engineer

FS:jw

cc Forrest Cooper
A. E. Johnson
W. J. Scofield
R. L. Porter
C. H. Maison
C. G. Polk

RECEIVED

FORM E-20 SOM 2-61 54307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1961

SUBJECT: Clackamas Water District
Clackamas O'Xing-Park Place Sec.
Cascade Highway
Clackamas County

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Attached is a rough draft of a letter to the Bureau of Public Roads concerning Extra Work Order No. 3 (Clackamas Water District lines) on the above-named project. The Bureau of Public Roads' letter of May 4 stated that we were not to proceed with the work represented by the $17,200 portion of the estimate as shown on the Extra Work Order. Mr. Schwiesow of the Bureau of Public Roads misunderstood the breakdown on the estimate, and thought that the $800 estimate was for work that had to be done, and the $17,200 was for work that the District wanted done, but was not absolutely necessary in order to continue with the grading.

The $800 portion of the estimate is for work to be done on facilities which were originally on private property, and the $17,200 was for work to be done on facilities which were originally on public road right of way, and represents the minimum amount of work that must be done in order to continue with the grading on this project.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

CHB:fp

Enc.

RECEIVED

RECEIVED
MAY 18 1961
FOR FILING
F-304(6)
543

408 State Highway Building
Salem, Oregon

May 17, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Oregon Project F-304(6), Clackamas Overcrossing-Park Place Section
Cascade Highway - Utility Adjustment - Portland General Electric Co.

We hereby approve the agreement evidenced by the exchange of letters dated January 23, 1961 and May 3, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of May 11, 1961. Approval is subject to the provisions of PPM 30-4.

RECEIVED
MAY 11 1961
FOR FILE

F-304 (6)
5932

May 11, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Clackamas O'xing-Park Place Section
Cascade Highway, Clackamas County
Project No. F-304(6)

Dear Sir:

Herewith are the following data covering the adjustment of facilities of the Portland General Electric Company in connection with construction of the subject project.

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for making the adjustments.

2. Two copies of the Company's estimate of cost for the reimburseable portion of the work.

3. Two copies of sketches prepared by the Company showing adjustments to be made.

Your approval of the agreement between the State and Company as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Parker
Office Engineer

DBP:jb

RECEIVED
MAY 15 1961
FOR FILING

FORM CD-12 (1-23-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: May 4, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-304(6), Clackamas Overcrossing-Park Place Section
Cascade Highway - Extra Work Order No. 3

Reference is made to our letter of this date concerning subject Order.

Through inadvertence the State-City of Gladstone agreement was mentioned as being relevant to the discussion which, obviously, is not the case as only the Clackamas Water District System is involved.

The first sentence in the second paragraph of our letter should be changed to read as follows:

> "There seems to be considerable doubt at this time as to the probable final cost of the Clackamas Water District System readjustment and the State's financial obligation in connection therewith."

All following comment remains unchanged.

Copy to:

NOTED
FORWARD COPIES

RECEIVED
MAY 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1961
FOR FILING

F-304(6)

4432

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

408 State Highway Building
Salem, Oregon

May 4, 1961

Attention: Mr. D. B. Parkes

08-35.4-DM

C. C. Polk, Division Engineer
Salem, Oregon

Oregon Project F-304(6), Clackamas Overcrossing-Park Place Section
Cascade Highway - Extra Work Order No. 3

Reference is made to your letters dated April 13, 1961 and May 1, 1961 concerning the subject Order, and your letter of March 10, 1961 concerning the State-City of Gladstone agreement dated December 22, 1960.

There seems to be considerable doubt at this time as to the probable final cost of the Gladstone water system readjustment and the State's financial obligation in connection therewith. Under such circumstances we must limit our approval to the estimated cost of $800 mentioned in your May 1, 1961 letter. If an adverse court ruling is made, our participation, if any, will be controlled by the provisions of PPM 30-4.

It will be noted on the copies of the Work Order dated March 30, 1961, that the total estimate is shown as $18,000 but the items listed, Labor $4,000, Material $2,000 and Equipment Rental $6,000, total only $12,000.

It is our understanding that the contractor on subject project is only to undertake the minimum amount of work necessary to make the required service connections as outlined on the plan sheets submitted with your May 1, 1961 letter, and the work represented by the $17,200 mentioned in your April 12, 1961 letter is not to be undertaken immediately.

Porter
Cdw.

RECEIVED
MAY 1 1961
FOR FILING
F-304(6)
5 432

May 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Order for Extra Work No. 3
Clackamas O'xing-Park Place Sec.
Cascade Highway, Clackamas Co.
Project No. F-304(6)

Dear Sir:

In compliance with your request of April 17, 1961, we are submitting herewith two copies of the sketch indicating the work to be performed under the subject work order.

The sketches consist of project plan sheets on which our Resident Engineer has shown in red the part which is the obligation of the State, at the estimated cost of $800.

Very truly yours,

H. G. Williams
State Highway Engineer

By

H. A. Porter
Office Engineer

DBP:jb

RECEIVED
MAY 2 1961

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

FOR FILING
F-3 4(6)
5932

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: April 28, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: D. M. Emrica
Acting Division Engineer

SUBJECT: Oregon Project F-304(6)
Clackamas O'Xing-Park Place Section
Cascade Highway

We are today approving the agreement, consisting of an exchange of correspondence between the State and Northwest Natural Gas Company, as requested in your letter of April 21, 1961.

This work consists of lowering of the companies gas mains at Station 580 and 650. Reimbursement will be in accordance with PPM 30-4.

Authorization to proceed with the work is hereby granted. As this work was not contemplated at the P. S. & E. stage and is not listed on the P. S. & E. estimate, inclusion on the agreement estimate will be necessary to be eligible for reimbursement.

RECEIVED
APR 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
APR 21 1961
FOR FILING
F-304(6)
593

April 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Clackamas O'xing-Park Place Section
Cascade Highway, Clackamas County
Project No. F-304(6)

Herewith are the following data covering the adjustment of gas mains of the Northwest Natural Gas Company in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for certain portions of its lines.

2. Two copies of the Company's estimate of cost for making these certain adjustments.

3. Two copies of the sketches prepared by the Company showing the adjustments.

Your approval of the agreement as evidenced by the exchange of letters above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
APR 21 1961
FOR FILING

F-304(6)

1432

April 21, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the installation of type 2 fence on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal Aid Project No. F-304(6).

There is no item in the contract for type 2 fence. It is proposed to install type 2 where the specified nonclimbable type 3 fence is not warranted. Type 2 fence in these areas will result in an estimated saving to the project of $3,700.

The substitution of fencing has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

FORM E-125-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1961

Mr. Harry G. Smith, Chairman
Clackamas Water District
Clackamas, Oregon

Re: Clackamas Water District Water
Line Adjustments
Clackamas C-King-Park Place Sec.
Cascade Highway
Clackamas County

Dear Mr. Smith:

We have recently been informed by our Construction Department that Mr. Carl Green, Consulting Engineer for the Clackamas Water District, has approached our field engineers and requested the following:

1. That the 850 feet of 4-inch cast iron line at Lake Road be replaced with 12-inch cast iron line during the course of the adjustment of the facility.

2. That the 550 feet of 3-inch steel pipe at Cason Road be replaced with 6-inch cast iron pipe during the course of the adjustment of the facility.

3. That the 250 feet of 4-inch cast iron pipe at Clackamas Avenue be replaced with 8-inch cast iron pipe during the course of the adjustment of the facility.

4. That Mr. Green, or the District, would immediately furnish, free of charge, at no cost to the State or its contractor and with no delay in time to the contractor, the increased size and lengths of pipes set forth in the above three items.

This is to inform you that the State has no objection to its contractor laying the larger pipes rather than replacing the existing pipes in kind, providing the said larger pipes are furnished free of charge to the State and its contractor, and, further, that in no event shall the contractor be delayed in performing his contract.

As mentioned to you in my letter of March 24, 1961, however, we are keeping track of all costs involved in this relocation work and

upon completion of said work will forward the District a statement setting forth the cost of such work. In the event the District fails to pay such costs or fails to make arrangements for payment over a period of time, then it will be necessary for the Commission to take whatever legal proceedings it deems necessary for the collection of the same.

Yours very truly,

L. I. LINDAS
Chief Counsel

FCMcK:LIL:ks

cc: Carl E. Green
510 Henry Bldg., Portland
Howard A. Rankin
1016 Portland Trust Bldg.
Forrest Cooper
Tom Edwards
A. E. Johnson

RECEIVED
APR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1961

SUBJECT:

To: Mr. Leonard Lindas
Chief Counsel
C F F I C E

Reference is made to the adjustment of the water facilities belonging to the Clackamas Water District on the Clackamas Overcrossing-Park Place construction project. You will recall that after considerable negotiations, the Water District refused to adjust their facilities and that in order to proceed with the construction of the section, our contractor is making the necessary adjustments. We anticipate filing suit in the future to recover the costs involved.

Our original instructions were to make minimum adjustments only with no betterment, that is increase in size, of lines. Mr. Carl Green, Attorney for the Water District, has again approached the engineers in the field and requested the following:

1. That the 850 feet of 4-inch cast iron line at Lake Road be replaced with 12-inch cast iron line during the course of the adjustment of the facility.

2. That the 550 feet of 3-inch steel pipe at Gason Road be replaced with 6-inch cast iron pipe during the course of the adjustment of the facility.

3. That the 250 feet of 4-inch cast iron pipe at Clackamas Avenue be replaced with 8-inch cast iron pipe during the course of the adjustment of the facility.

Please be advised that in the three enumerated instances, the pipes are such that it is either deteriorated or joined with cement and that in making the adjustment we would have to replace the pipe with new pipe. Mr. Green has offered to furnish the increased size of pipe at no cost so that the contractor may make this installation and avoid the future necessity of coming back through, opening up the road and installing same.

As per our telephone conversation of yesterday, this information is submitted to you so that you may prepare a letter to the Clackamas Water District which will allow the request of Mr. Green without jeopardizing any future litigation.

Please be advised that the contractor is now working in this vicinity and has, in fact, began to open some of the trenches in order to make the adjustments on these lines that are in question and that we have instructed the field not to proceed until your letter to the District has been written.

We would therefore appreciate early action so that we may proceed with the installations.

Tom Edwards
Construction Engineer

By
L. W. Rulien
Assistant Field Construction Engineer

LWR:fp

cc Forrest Cooper

RECEIVED
APR 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1961
FOR FILING
F-304(6)
4.72

408 State Highway Building
Salem, Oregon

April 17, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

08-35.4-DA

C. C. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project F-304(6), Clackamas Overcrossing-Park Place Section
Extra Work Order No. 3

In connection with subject Work Order, we will need two copies of sketches indicating the work which is to be performed, as an obligation of the State, at the estimated cost of $800.

Polk

RECEIVED
APR 13 1961
FOR FILING
F-304(6)
5832

April 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the adjustment of Clackamas Water District facilities on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal Aid Project No. F-304(6).

Reference is made to Mr. Forrest Cooper's letter to you, dated April 12, 1961, with attachment.

Your approval of this order in the amount of $800, which is the State's obligation to pay, is requested. It is further requested that the entire amount of the order be approved on the contingency basis that a court ruling adverse to the Highway Department is given.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
APR 19 1961
FOR FILING
F-304(6)
5832

April 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

It has become necessary for the State of Oregon to move and adjust water system facilities belonging to the Clackamas Water District in order to proceed with construction of Contract No. 5832, Federal Aid Project F-304(6), Clackamas Overcrossing-Park Place Section of the Cascade Highway. These facilities which lie within the bounds of existing public right of way should be adjusted by the Water District at its expense.

Negotiations have been conducted with the Water District and on March 13, 1961, a meeting was held between representatives of the Highway Department and Mr. Carl Green, engineer for the Clackamas Water District, and Mr. Howard Rankin, attorney for the District. At this meeting, the Water District agreed to adjust its facilities but advised that it anticipated filing suit to recover the costs; however, upon reflections and by letter dated March 20, 1961, a copy of which is attached, the Water District refused to adjust its facilities.

In order to proceed with this project, we are therefore forced to make the necessary (and minimum) adjustments. To this end, we have prepared an Extra Work Order in the amount of $18,000 and instructed our contractor to proceed with the adjustment. It is estimated that $800 of this total cost will cover adjustments of facilities which were located on private property, the cost of which should be borne by the State with Bureau of Public Roads' participation. The remaining estimated $17,200 should be borne by the Water District.

We anticipate filing suit against the Water District to recover the costs involved. The purpose of this letter is to inform you of these happenings and request your participation in the cost of these adjustments in the event of an adverse court ruling.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. L. I. Lindas
Mr. Tom Edwards
Mr. R. L. Porter

LWR:fp fn

HARRY G SMITH
Chairman
HESTER E HUGHES
Secretary
HERBERT SCHMIDT
Treasurer

CLACKAMAS WATER DISTRICT

PHONE OLive 6 151
CLACKAMAS, OREGON

H E WIEDMAN
Commissioner
DAN POGOA
Commissioner
C A BRYTON
Superintendent

March 20, 1961

Oregon State Highway Department
Salem
Oregon

Attention: Frank McKenney, Staff Attorney

Re: Clackamas Water District Water Line Adjustments
Clackamas O-Zing-Park Place Sec.
Cascade Highway
Clackamas County

Gentlemen:

Reference is made to your letter of March 3, 1961 in the above matter.

The Board of Commissioners of the Clackamas Water District believe that the District is not under any obligation to relocate its water pipes that are to be bisected by the proposed Cascade Highway. The District has no budgeted funds set aside for such relocation expenses, and would have to seek other tax funds for this purpose. Therefore you are advised that the District declines to undertake movement of its facilities as you demand.

Inasmuch as these lines supply domestic water to many of the District's users including fire protection supply, we offer the full co-operation of the District in advising the affected users of the construction. However, all risk of claims for temporary loss of supply or damage therefrom must be assumed by you.

The District shall look to you for any damage or injury to its system by reason of the relocation including any resulting extra expense incurred by the district in the operation of its system following completion of construction.

As you know, the District's engineer, Carl B. Green, has discussed with your engineering staff the District's desire to enlarge the size of pipe to be relocated as a betterment of its system. The District hereby offers to deposit funds upon request from you in the amount of the reasonable value of the cost of the betterment and salvage value of the pipe. Such funds are available immediately.

Very truly yours,

CLACKAMAS WATER DISTRICT

By

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

File 6

Date March 28, 1961

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

State Highway Department
Salem,
Oregon

Re: Clackamas Water District - Cascade Highway

Gentlemen:

The Clackamas Water District received yesterday from Mr. Lindas, your Chief Attorney, a letter stating that the State Highway Department would not participate in costs of moving existing facilities within present county roads across which the new Cascade Highway Freeway is to be constructed.

The District has previously stated its position on these matters and I shall not reiterate their stand except to say that the District is still willing to assume the cost differential in certain locations where larger pipe lines will be needed in the future in order to avoid having to construct such lines across your right-of-way in the future. These locations are at Lake Road, Clackamas Road and Cason Road.

If the State proceeds with a separate contract to change the facilities owned by the municipal water district, we wish to call to your attention the necessity of maintaining service to the people of the water district. The Superintendent of the District will be glad to cooperate with your representatives in connection with the reconstruction work, provide assistance in locating the facilities, operate the control valves of the system and, in general, endeavor to assist in the work to miniumize disruptions and inconveniences to the District's water users. Likewise this office will be glad to work with your Engineers on these matters.

The Water District wishes to put the Highway Department on notice that any damages to, or major interruptions of service to, the water system resulting from the reconstruction, the District will hold the State Highway Department responsible for same.

RECEIVED
[illegible] OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

CARL E. GREEN & ASSOCIATES

Carl E. Green

by Carl E. Green

cb

cc: Al Johnson, Div. Engineer
Clackamas Water District
Howard Rankin, Atty.

Copy sent to Edwards Lindas

RECEIVED
APR 3 1961
FORM E-30X 50M 7-59 22128

FOR FILING
F-304 (6)
5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/30/61

To: Mr. P. M. Stephenson
O F F I C E

SUBJECT: Abandonment Agreement
Clackamas Overcrossing-Park Place Section
Cascade Highway No. 160
Clackamas County & City of Gladstone

Attached is a suggested letter to the Legal Division requesting preparation of an abandonment agreement covering the above subject.

Robert H. Prange
County & City Relations Office Engineer

RHP:mm
Att.

NOTED
P. M. [illegible]ON

RECEIVED
MAR 31 1961
FOR FILING
F-3046(6)
5932

Salem, Oregon
3/30/61

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Abandonment Agreement
Clackamas Overcrossing-Park Place Section
Cascade Highway No. 160
Clackamas County & City of Gladstone

Attached is a rough draft of a three-party abandonment agreement between the State, Clackamas County, and the City of Gladstone covering the above subject. Please prepare twelve copies of your final draft of the agreement in addition to any required by your office.

P. M. Stephenson
Assistant State Highway Engineer

RHP:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 3/29/61

THIS AGREEMENT, made and entered into this _____ day of _____, 1961, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," CLACKAMAS COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called "County," and the CITY OF GLADSTONE, a municipal corporation, acting by and through its city officials, hereinafter called "City";

W I T N E S S E T H:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted in all particulars to the needs of the people of the State of Oregon, State has [redacted] relocated and placed under contract for construction a section of the Cascade Highway, State Secondary Highway No. 160, known as the Clackamas Overcrossing-Park Place Section in Clackamas County, the northerly terminus of which is at Highway Engineer's Centerline Survey Station 442+50 and the southerly terminus of which is at Highway Engineer's Centerline Survey Station 675+50 on the relocated highway.

2. By the authority granted in ORS 366.300, State is empowered to enter into an agreement with County for the disposition of portions or units of highway that may be eliminated from the original route by the relocation and realignment of said highway.

3. By the authority granted in ORS 373.270, County is empowered to surrender jurisdiction over any county road or portion thereof within the corporate limits of any city and City may accept same and

thereafter maintain said county road or part thereof under the jurisdiction and control of said city as part of the city street system.

4. The construction of the said relocated section of said Cascade Highway, State Secondary Highway No. 160, shall make possible the elimination by State of portions of the former route hereinafter described as Units "A," "B," "C, " "D," "E," "F," and "G" as shown on Exhibit "A" attached hereto and by this reference made a part hereof. It is the purpose and plan of the parties hereto that jurisdiction and control over Units "A," "B," "E," F," and "G" as shown colored in red and Units "C" and "D" as shown colored in brown on the attached Exhibit "A" shall pass to County; that Units "A," "B," "E," "F," and "G" shall be maintained under the jurisdiction and control of County as part of the county road system as long as needed to serve persons living thereon or communities served thereby; and that Units "C" and "D," after having been lawfully established as a county road, shall be relinquished by County to City pursuant to and in accordance with the provisions of ORS 373.270.

5. Units "A," "B," "C," "D," "E," "F," and "G" of the former Cascade Highway are described as follows:

Unit "A"

All the right of way of the Cascade Highway as formerly routed lying outside of the easterly right of way boundary line of said Cascade Highway as now relocated from relocated Highway Engineer's Centerline Survey Station "LR" 212+46.65 of a road connection between said highway as relocated and said highway as formerly routed to the northerly right-of-way boundary line

of the Clackamas Highway, State Secondary Highway No. 171, in Sections 4 and 9, Township 2 South, Range 2 East, W.M.

Unit "B"

All the right of way of the Cascade Highway as formerly routed outside the easterly right of way boundary line of said Cascade Highway as now relocated from the southerly right of way boundary line of the Clackamas Highway, State Secondary No. 171, to the north city limits of the City of Gladstone in Sections 9 and 16, Township 2 South, Range 2 East, W.M.

Unit "C"

All the right of way of the Cascade Highway as formerly routed lying outside the easterly right of way boundary line of the said Cascade Highway as now relocated from the north city limits of the City of Gladstone to the northerly right of way line extended of Evergreen Lane in the City of Gladstone.

Unit "D"

All the right of way of the Cascade Highway as formerly routed lying outside the northwesterly right of way boundary line of said Cascade Highway as now relocated from relocated Highway Engineer's Centerline Survey Station "G"34+92 of a road connection between said highway as relocated and said highway as formerly routed to the south city limits of the City of Gladstone in Section 20, Township 2 South, Range 2 East, W.M.

Unit "E"

All the right of way of the Cascade Highway as formerly routed lying outside the northwesterly right of way boundary line of said Cascade Highway as now relocated from the southerly city limits of the City of Gladstone southerly to relocated Highway Engineer's Centerline Survey Station 646+00 in Section 20, Township 2 South, Range 2 West, W.M.

Unit "F"

All the right of way of the Cascade Highway as formerly routed lying outside the southeasterly right of way boundary line of the said Cascade Highway as now relocated from relocated Highway Engineer's Centerline Survey Stations 651+30 to 660+35 of said relocated highway in Sections 20 and 29, Township 2 South, Range 2 West, W.M.

Unit "G"

All the right of way of the Cascade Highway as formerly routed lying outside the northwesterly right of way boundary line of said Cascade Highway as now relocated from relocated Highway Engineer's Centerline Survey Stations 662+10 to 666+15 of said relocated highway in Sections 20 and 29, Township 2 South, Range 2 East, W.M.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. After the said relocated Clackamas Overcrossing-Park Place Section of the Cascade Highway, State Secondary Highway No. 160, has been completed and opened to travel, State, by resolution, shall formally eliminate Units "A," "B," "C," "D," "E," "F," and "G" from the said original Cascade Highway and the state highway system; and all right, title, and interest which State has in the right of way of said Units "A," "B," "C," "D," "E," "F," and "G" shall thereupon pass to and vest in County.

2. State shall place Units "A," "B," "C," "D," "E," "F," and "G" in serviceable condition either before or within a reasonable time after they are eliminated and turned over to County.

3. State shall retain that portion of the right of way of the former Clackamas Overcrossing-Park Place Section of the Cascade Highway and that real property acquired by State for highway right of way and other public purposes which is shown colored in green on Exhibit "A" attached hereto.

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, does hereby consent to and approve all of the provisions of this agreement.

2. County agrees to accept all right, title, and interest of State in Units "A," "B," "E," "F," and "G" and shall accept jurisdiction and control over said units and shall maintain them as part of the county road system as long as needed for the service of persons living thereon or communities served thereby.

3. County shall accept all right, title, and interest of State

in said Units "C" and "D" and, after said units have been lawfully established as a county road, shall relinquish all jurisdiction and control of said Units "C" and "D" to the City of Gladstone in accordance with the provisions of ORS 373.270.

4. County shall execute this agreement during a duly authorized session of its County Court.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement does hereby consent to and approve all of the provisions of this agreement.

2. City agrees to comply with the provisions of ORS 373.270 and shall accept jurisdiction and control over said Units "C" and "D" from County in accordance with the provisions of ORS 373.270 for the purpose of maintaining them as city streets under the jurisdiction and control of said City.

3. City shall adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement and the same shall be made a part hereof and attached hereto.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Hwy. Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

ATTEST:

_____
County Clerk

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

CLACKAMAS COUNTY, by and through its County Court

By_____
County Judge

By_____
County Commissioner

By_____
County Commissioner

CITY OF GLADSTONE, by and through its city officials

By_____
Mayor

ATTEST:

_____

By_____
City Recorder

RHP:mm

11	Plan & Profile
12	Plan (Strawberry Lane U'Xing.)
12A-12B	Profile " " " "
13-15	Plan & Profile
16	Plan (Gladstone Channelization)
16A	Profile " " " "
17-17A	Plan & Profile
17B	Profile (Pope Lane)
18-19	Plan & Profile

2107 Culvert End
6704 } Box Culvert
6688 }
11363 }

BEGINNING OF PROJECT F-304(6)
Sta. 442+50

T.1S.,R.2E.,W.M.
T.2S.,R.2E.,W.M.

Sunnyside Rd.

Mt. Scott Cr.

F-304(2)

"L" 2+46.65

LAKE ROAD CHANNELIZ

To Portland

S.P.R.R.

MAS HWY.

CONVENTIONAL SIGNS

State Line

County Line

t End Sections

ulverts

CLACKAMAS O'XING.~PA

CASCADE HIG

CLACKAMAS CO

JANUARY

OAD
ELIZATION

PARK PLACE SECTION

HIGHWAY

AS COUNTY

RY, 1961

F-304(5)

L.S. 630+80

L.S. 636+58

Clackamos River

651+30

660+35

UNIT "F"

PARK PLACE

END OF PROJECT F-304(6)
Sta. 655+00

END OF CONTRACT PROJECT
Sta. 675+50

UNIT "D"

UNIT "E"

662+10

UNIT "G"

666+15

To Oregon City

DSTONE

Limits

REGISTERED PROFESSIONAL ENGINEER
1348

12A-12B	Profile " "
13-15	Plan & Profile
16	Plan (Gladstone Chonnelization)
16A	Profile " " " "
17-17A	Plan & Profile
17B	Profile (Pope Lane)
18-19	Plan & Profile

6688 } Box Culvert
11363 }

BEGINNING OF PROJECT F-304(6)
Sta. 442+50

T.1S., R.2E., W.M.
T.2S., R.2E., W.M.

Sunnyside Rd.

Mt. Scott Cr.

F-304(2)

425+50

"L.R." 2/2+46.65

LAKE ROAD CHANNELIZA

To Portland

S.P.R.R.

CLACKMAS HWY.
To Milwaukie

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line

culverts

CLACKAMAS O'XING: I-A

CASCADE HI
CLACKAMAS C
JANUARY,

To Estacada

CLACKAMAS HWY.

Highway U

Existing UNIT "A"

CLACKAMAS

9

CLACKAMAS INTERCHANGE

Rd.

Jennsen

Ave.

Clackamas

Root Rd.

OAD
ELIZATION

TARK PLACE SECTION

E HIGHWAY

AS COUNTY

ARY, 1961

To Corner

21

Clackamas River

UNIT "B"

UNIT C

Evergreen Ln.

FAP Rt. 41

STRAWBERRY LANE UNDERCROSSING

Strawberry Lane

GLADSTONE CHANNELIZATION

City Limits

Cason Rd.

"G" 34192

Oatfield Rd.

GLADSTONE

EXHIBIT "A"

END OF PROJECT F-304(6)
Sta. 675+50

END OF CONTRACT PROJECT
Sta. 655+00

To Oregon City

REGISTERED PROFESSIONAL ENGINEER
OREGON
AUG. 4, 1961
W. C. WILLIAMS

660+35

631+30

PARK PLACE

UNIT "F"

715+00

UNIT "G"

City Limits

662+10

F-304(5)

Ls 636+58

Ls 630+80

Clackamas River Dr.

UNIT "D"

UNIT "E"

Rd.

20

21

Z

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APR 4 1961
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F 304 (a)
5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1961

SUBJECT: Clackamas O'Xing-Park Place
Cascade Highway
Contract No. 5832

To:
Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

As you are aware, we have been negotiating with the Clackamas Water District to get them to move their water facilities located on public roads where the construction of the subject named job requires such moving. They have indicated that they will not move these facilities at their own expense although they have been notified to do so.

The Legal Department has directed us, this date, to proceed with the moving of the Clackamas Water District facilities with our contractor. It is our intent to collect the cost of adjusting or rearranging these facilities to accommodate the construction and to collect from the Clackamas Water District by such means as are possible. In order that such collection can be made, it will be necessary that we have a very good set of cost records in support of our billing.

I call your attention to the fact that there is a small portion of this work which is an obligation of the State to move inasmuch as it is located upon other than public right of way.

Care should be exercised that only those portions of the Clackamas Water District facilities are moved which actually conflict with the construction. No betterment is to be done with our portion of the work.

Please get this work under way as early as practical.

Tom Edwards
Construction Engineer

By
L. H. Young
Assistant Construction Engineer

LHY:fp
cc Forrest Cooper
L. I. Lindas
R. L. Porter
Curt Baker

NOTED
FORREST COOPER

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MAR 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, Chairman
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-304(6)
4432

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 24, 1961

Mr. Harry G. Smith, Chairman
Clackamas Water District
Clackamas, Oregon

Re: Clackamas Water District Water
Line Adjustments
Clackamas O-Xing-Park Place Sec.
Cascade Highway
Clackamas County

Dear Mr. Smith:

I have, for reply, your letter dated March 20, 1961, which was addressed to the attention of Mr. Frank McKinney, one of our attorneys.

I am sorry to say that we are in complete disagreement with you as to who must pay the cost of relocating your water lines presently located by sufferance in public right of way. After considerable legal research we are convinced that when such a relocation in public right of way is necessary to make way for a public highway improvement, that the common law as well as the law of Oregon, as expressed by the Supreme Court of Oregon, require the owner of the lines to relocate the same, at his sole cost, to conform to the plans for the public highway improvement.

Further, the State of Oregon under its constitution cannot in any way agree to hold your district harmless from any claims or damages which may arise due to the relocation of your facilities.

Since, as you know, the contract for this very necessary public project has been awarded and the contractor is ready to proceed, we now find, in the face of your refusal to relocate your lines, that it will be necessary to handle the relocation by contract. We appreciate your offer of full cooperation during the period that the relocation work is proceeding.

All costs involved in the relocation work, however, will be kept separate and at the completion of the project we will forward to your district a statement setting forth the cost for such work. In the event your district fails to pay such costs, or fails to make arrangements for the payment over a period of time, then it will be necessary for the commission to take whatever legal proceedings it deems necessary for the collection of the same.

With respect to the last paragraph of your letter concerning the district's desire to have its lines enlarged during the relocation, I am sorry to say that we can only request the contractor to relocate the existing lines to conform to the plans of the project. In the event that the district desires a betterment of its facilities, then we would respectfully suggest that the district reconsider this entire matter, accept the responsibility for the relocation of its lines as requested, and then, of course, it can install any and all betterments it might desire.

Very truly yours,

L. I. LINDAS
Chief Counsel

FCMcK:bp
cc: W. C. Williams
Forrest Cooper
Tom Edwards
Howard A. Rankin

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

F 204 (L)
58-2

January 25, 1961

Mr. Leonard A. Strobel
Acting City Recorder
City Hall
Gladstone, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Gladstone a fully executed copy of a Through-way Agreement between the State Highway Commission and the City of Gladstone covering the Southern Pacific Railroad Overcrossing-Oregon City Section of the Cascade Highway in the City of Gladstone.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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MAR 23 1961
FOR FILING
F-304(6)
8932

408 State Highway Building
Salem, Oregon

March 22, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
District Engineer

08-35.5

Utility Adjustment - City of Gladstone
Clackamas Overcrossing-Park Place Section, Cascade Highway
Oregon Project F-304(6)

We hereby approve the agreement dated December 27, 1960 between the State and the City.

Authorization to proceed with the work is granted as of March 10, 1961. Approval is subject to the provisions of PPM 30-4.

Porter

NOTED

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MAR 24 1961
FOR FILING

HARRY C. SMITH
Chairman
WESTON E. HUGHES
Secretary
HERBERT SCHMIDT
Treasurer

F-304(1)
5821

CLACKAMAS WATER DISTRICT

PHONE OLIVE 6 151
CLACKAMAS, OREGON

H. E. WISEMAN
Commissioner
DAN POGGIA
Commissioner
C. A. BRITTON
Superintendent

March 20, 1961

Oregon State Highway Department
Salem
Oregon

Attention: Frank McKenney, Staff Attorney

Re: Clackamas Water District Water Line Adjustments
Clackamas O-Xing-Park Place Sec.
Cascade Highway
Clackamas County

Gentlemen:

Reference is made to your letter of March 1, 1961 in the above matter.

The Board of Commissioners of the Clackamas Water District believe that the District is not under any obligation to relocate its water pipes that are to be bisected by the proposed Cascade Highway. The District has no budgeted funds set aside for such relocation expenses, and would have to seek other tax funds for this purpose. Therefore you are advised that the District declines to undertake movement of its facilities as you demand.

Inasmuch as these lines supply domestic water to many of the District's users including fire protection supply, we offer the full co-operation of the District in advising the affected users of the construction. However, all risk of claims for temporary loss of supply or damage therefrom must be assumed by you.

The District shall look to you for any damage or injury to its system by reason of the relocation including any resulting extra expense incurred by the district in the operation of its system following completion of construction.

As you know, the District's engineer, Carl E. Green, has discussed with your engineering staff the District's desire to enlarge the size of pipe to be relocated as a betterment of its system. The District hereby offers to deposit funds upon request from you in the amount of the reasonable value of the cost of the betterment and salvage value of the pipe. Such funds are available immediately.

Very truly yours,

CLACKAMAS WATER DISTRICT

By: Harry C. Smith, Chairman

Letter in handling

RECEIVED
MAR 1 1961
RECEIVED
MAR 21 1961

RECEIVED
MAR 17 1961
FOR FILING

FORM E-30X 50M 2-60 26119

F-304(6)

5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1961

To:

MEMO TO THE FILE

SUBJECT: Clackamas Overcrossing-Parkplace Section

A meeting was held in the office of Mr. L. I. Lindas on March 9 to discuss the relocation of water facilities owned by the Clackamas Water District. At the meeting were:

L. I. Lindas, Oregon State Highway Department
George Rohde, Oregon State Highway Department
Frank McKinney, Oregon State Highway Department
L. H. Young, Oregon State Highway Department
Curtis Baker, Oregon State Highway Department
Howard Rankin, Attorney for Clackamas Water District
Carl Green, Engineer for Clackamas Water District

A letter had been written by our Legal Division on March 3, 1961 giving the water district 15 days to move or face action by the State. The position of the district was that they wanted to move their own facilities and not allow the State's contractor to do so.

It was agreed that a contract would be signed between the State and the district to the effect that the district would be allowed to bring suit against the State to recover costs incurred in relocating facilities because of the highway construction, but the State would admit no liability in the contract. Mr. McKinney was instructed to draw up such a contract.

The attorneys for the State and the water district will exchange briefs stating the position of each, and the determination will be made by the district after the review of the briefs is completed as to whether to sue the State to recover. In no case is any improvement to the system to be paid for by the State.

Mr. Green said that work will proceed immediately, probably some of the work would be started next week.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

RECEIVED
MAR 1 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CHB:jw:fp
cc Forrest Cooper
L. I. Lindas

OREGON STATE HIGHWAY DEPARTMENT

[illegible] CORRESPONDENCE

[illegible], Oregon
[illegible] January 7, 1971

SUBJECT Clackamas Water District
Water Line Adjustments
Clackamas (82nd)-Lawnfield Place Sec.
Cascade Highway
Clackamas County

To [illegible]
[illegible]
[illegible]

Attached is a letter from Mr. Carl Green, Consulting Engineer, who is engineer for the Clackamas Water District. We have had difficulties with this engineer before along the same lines.

Please answer his letter, setting out the legal responsibilities of utility owners who occupy public road rights of way. Mr. DeSouza's letter of this date sets out the location and right of way status of the affected facilities. It should be pointed out to the Clackamas Water District that should they fail to meet their obligations, we will have no choice but to proceed with the move with the intention of collecting the cost of the same from them.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

cc Forrest Cooper

Orig. & 1 to Maint.

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JAN 11 1971

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MAR 13 1961
FOR FILING
F-304(6)
5432

March 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Clackamas O'xing-Park Place Section
Cascade Highway, Clackamas County
Project No. F-304(6)

Herewith are the following data covering the adjustment of water mains of the City of Gladstone in connection with construction of the subject project:

1. Two copies of the agreement between the State and City of Gladstone.

2. Two copies of the City's estimate for relocation of its water main and new connections.

3. Two copies of the sketch prepared by the City showing the adjustments to be made.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DEP:sw

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FORM E-123-K 75M 1-60
MAR 7 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-304(1)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 7, 1961

Subj.: 72" Concrete Pipe Design
Clackamas O'Xing - Park Place

W.J. Scofield
Resident Engineer

Encl.: Three copies of drawings
No. 5-B-172-001

Inasmuch as the proposed design for subject pipe, as indicated on the enclosed drawings, is outside the limits listed in applicable specifications for Class V Wall B, pipe so produced cannot be accepted without satisfactory load bearing tests. In view of the testing equipment available at the manufactures plant, such load bearing tests would have to be made on a sawed-off section of the ten foot pipe or on a specially manufactured 4 foot length. If the manufacturer elects to use the proposed design, and the load bearing tests prove satisfactory, the tested pipe could be used on the project subject to a proper butt joint and approval of the Engineer.

The other alternative would be to provide pipe in accordance with 72 inch Class V requirements of Wall C and 1.1 square inches of steel as specified. Tests on such a pipe would be made on cast cylinders from the mix and cores from the finished pipe. Placement of the steel would be inspected visually during construction.

G.W. HARRA
Engineer of Materials

By Oscar A White
OSCAR A. WHITE
Assistant Engineer of Materials

Encl.

c.c. Paxson
Rief
J.W. Herford,
American-Marietta Company

OAW:vs

NOTED
G. S. PAXSON

RECEIVED
OFFICE OF
STATE ENGINEER

RECEIVED
MAR 3 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-304(6)
5432

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 3, 1961

Mr. C. R. O'Neil, and
Dorman Construction Co.,
Route 2, Box 95
Creswell, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5832, awarded January 27, 1961, for grading-paving the Clackamas Overcrossing-Park Place Section of the Cascade Secondary Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 24 1961
FOR FILING
F-304(6)
5932

February 21, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal Aid Project No. F-304(6).

This work is necessary for the direction and guidance of traffic. It will not include warning signs, lights and barricades required of the contractor for the protection and safety of traffic and workmen.

The work is included in the Special Provisions of the contract as an extra work item and funds included in the Project Authorization to cover it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
FEB 20 1961
FOR FILING
F-304(6)
5832

February 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Clackamas Overcrossing-Park Place Section of the Cascade Highway in Clackamas County, Contract No. 5832, in connection with Federal Aid Project No. F-304(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
FEB 17 1961
FOR FILING
F-304(6)

February 17, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Attention: Mr. Fred C. Reed

Dear Mr. Reed:

In a telephone conversation earlier this month, and in your letter of February 7, the matter of the State Highway Commission using a limited co-surety form of bond was discussed. The form which you submitted with your letter was referred to our Legal Division and was analyzed by Mr. Frank C. McKinney, Chief of the Office Section in the Legal and Right of Way Division.

A copy of Mr. McKinney's letter to me is attached. You will note that the end result of his opinion is that action by the Commission should be taken before further action as to acceptance or refusal of the proposed bond can be taken.

In addition to the three questions posed by Mr. McKinney, under numbers one, two and three, I believe we should also know if the limited form of bond as you have suggested would increase or decrease the cost to the contractor. The reason for asking this, of course, is that the cost of the bond is reflected in the contract price. If the cost of providing the bond would be less under your proposal, that fact would undoubtedly be taken into consideration by the Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
FQ:rj

cc: L. I. Lindas
Frank McKinney
George Rohde

FORM E 30 50M 7-60 29375

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1961

SUBJECT: Contract No. 5832 - C. R. O'Neil & Dorman Construction Co.

To: Mr. Floyd Query
Secretary

O F F I C E

I have for reply your request concerning the letter of February 7, 1961, from Fred C. Reed of the Wells-Reed Insurance Company, concerning the legality of having co-sureties on the above-mentioned contractor's performance bond whose liability, while totaling $1,016,932.30, would only bind each surety to a portion of that sum.

I have examined the Oregon statutes with respect to such arrangement and find that neither ORS 366.400, which requires performance bonds on all highway construction contracts, nor ORS 279.510, which covers performance bonds on public contracts generally, prohibit the type of performance bond as suggested by Mr. Reed.

The general rule on co-sureties, however, is to the effect that each of the co-sureties should bind themselves jointly and severally for the entire amount to the public agency and that if the co-sureties so desire, as between themselves, they can have an agreement as to what their respective liabilities would be. In other words, as long as the State is protected by both co-sureties in the full amount, it is no concern of the State how the co-sureties wish to divide their individual liability. It has been held that when co-sureties so agree between themselves, that if a claim arises the courts will enforce the agreement between them.

It would appear, therefore, that this should be a matter determined by the Highway Commission as to whether or not they wish to accept the type of bond suggested by Mr. Reed, or whether they would rather have both co-sureties signing to be jointly and severally responsible for the total amount. In determining this matter, it would appear to this writer that the Commission should certainly consider the following factors:

1. With two sureties, neither one of which is liable for the total, will it be harder for the State or the material men and laborers to properly file their claims or enforce the performance bond?

2. Under the split surety arrangement will it require more administrative work to make certain that both sureties are constantly advised of any default or debts of the contractors?

3. If one surety becomes insolvent, then the other surety's liability would not cover the entire contract, but only that portion thereof for which the surety has pledged.

I am returning herewith Mr. Reed's letter of February 7, along with the enclosures which it contained.

I sincerely hope that this answers your questions, and, if I can be of any further assistance on this matter, do not hesitate to contact me.

Frank C. McKinney

FRANK C. McKINNEY
Chief, Office Section

FCMc:bjk
Encl.
cc: L. I. Lindas
G. E. Rohde

Since 1888

WELLS-REED INSURANCE

FRED C. REED WALTER T. DAVOL

412 FAILING BUILDING • PORTLAND 4, OREGON

CAPITOL 8-7305

February 7, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract 5832 - C.R. O'Neil & Dorman Construction Co.

Dear Floyd:

This will confirm our phone conversation of this afternoon, wherein you suggested that we submit for approval a proposed limited co-surety form of bond that would still follow the terminology of the standard State of Oregon form.

We have prepared a form which follows as closely as possible the terminology of the co-surety form furnished by the Federal Government and quite commonly used, particularly on the larger projects. We are enclosing one of the Government forms so that you and your attorneys may use this as a guide in your analysis.

Even though we may end up issuing this entire bond in one company, I believe it would be to the advantage of the Commission to have a co-surety form available for future use as projects get larger and joint ventures become more common, there will be more of a tendency among contractors and their sureties to each assume the amount of liability represented by their share of the contract.

Any help you can give us in approving this or a similar form will be very much appreciated.

Very truly yours,

WELLS-REED INSURANCE

Fred C. Reed

FCR/er
Encl.

SECTION IV. PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS: That we

C. R. O'Neil, an individual, and Dorman Construction Co., a Washington Corporation, duly authorized to do business in the State of Oregon by and through its corporate officials in a joint venture with principle offices at Creswell (Rt. 2, Box 95) Oregon

as principal, and

GREAT AMERICAN INSURANCE COMPANY, in the sum of $393,097.30, and UNITED PACIFIC INSURANCE COMPANY, in the sum of $623,835.00 as Sureties, (Provided that we the Sureties bind ourselves in such sum "jointly and severally" as well as "severally" only for the purpose of allowing a joint action or actions against any or all of us, and for all other purposes each Surety binds itself, jointly and severally with the Principal, for the payment of such sum only as is set forth opposite its name above)

are jointly and severally held and bound unto the State of Oregon, in the sum of

One Million Sixteen Thousand Nine Hundred Thirty-two Dollars Thirty Cents ($1,016,932.30)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH.....

STANDARD FORM 27
NOVEMBER 1950
PRESCRIBED BY GENERAL
SERVICES ADMINISTRATION
GENERAL REGULATION NO. 5

PERFORMANCE BOND
CORPORATE CO-SURETY FORM
(See Instructions on Last Page)

DATE BOND EXECUTED

PRINCIPAL

PENAL SUM OF BOND (*express in words and figures*)

CONTRACT NO.

DATE OF CONTRACT

KNOW ALL MEN BY THESE PRESENTS, That we, the PRINCIPAL above named, and the Corporations hereinafter designated as SURETY A to SURETY , inclusive, as SURETIES, are held and firmly bound unto the United States of America, hereinafter called the Government, in the penal sum of the amount stated above, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents: *Provided*, That we the sureties bind ourselves in such sum "jointly and severally" as well as "severally" only for the purpose of allowing a joint action or actions against any or all of us, and for all other purposes each surety binds itself, jointly and severally with the principal, for the payment of such sum only as is set forth opposite its name in the following schedule:

SURETY	NAME AND STATE OF INCORPORATION	LIMIT OF LIABILITY
A		
B		
C		
D		
E		
F		
G		
H		
I		
J		
K		

THE CONDITION OF THIS OBLIGATION IS SUCH, that whereas the principal entered into a certain contract with the Government, numbered and dated as shown above and hereto attached;

NOW THEREFORE, if the principal shall well and truly perform and fulfill all the undertakings, covenants, terms, conditions, and agreements of said contract during the original term of said contract and any extensions thereof that may be granted by the Government, with or without notice to the sureties, and during the life of any guaranty required under the contract, and shall also well and truly perform and fulfill all the undertakings, covenants, terms, conditions, and agreements of any and all duly authorized modifications of said contract, that may hereafter be made, notice of which modifications to the sureties being hereby waived, then, this obligation to be void; otherwise to remain in full force and virtue.

IN WITNESS WHEREOF, the above-bounden parties have executed this instrument under their several seals on the date indicated above, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative, pursuant to authority of its governing body.

In Presence of:

WITNESS	INDIVIDUAL PRINCIPAL
1. ..... as to	..... [SEAL]
2. ..... as to	..... [SEAL]
3. ..... as to	..... [SEAL]
4. ..... as to	..... [SEAL]

Attest:

CORPORATE PRINCIPAL

BUSINESS ADDRESS

BY

TITLE

AFFIX CORPORATE SEAL

Attest:

CORPORATE SURETY

TITLE

AFFIX CORPORATE SEAL

Attest:

CORPORATE SURETY

BY

TITLE

AFFIX CORPORATE SEAL

Attest:

CORPORATE SURETY

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16—47532-2

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Attest:

CORPORATE SURETY

BY

TITLE

AFFIX CORPORATE SEAL

16—47532-2

The rate of premium on this bond is ..... per thousand.

Total amount of premium charged, $.....

(The above must be filled in by corporate surety)

CERTIFICATE AS TO CORPORATE PRINCIPAL

I, ..., certify that I am the ..... secretary of the corporation named as principal in the within bond; that .....,

who signed the said bond on behalf of the principal, was then ..... of said corporation; that I know his signature, and his signature thereto is genuine; and that said bond was duly signed, sealed, and attested for and in behalf of said corporation by authority of its governing body.

..... [CORPORATE SEAL]

INSTRUCTIONS

1. This form shall be used for construction work or the furnishing of supplies or services whenever a performance bond is required and two or more corporate sureties authorized by the Secretary of the Treasury to act as surety, each limiting its liability to a portion only of the total penalty, are to execute the bond. There shall be no deviation from this form except as authorized by the General Services Administration.

2. The letter, such as B, F, or K, applicable to the last surety listed in the schedule, must be inserted in the space indicated in the body of the bond. In cases involving only two sureties the word "to" following "Surety A" should be changed to "and" by interlineation, and the word "inclusive" should be stricken. When more than 11 sureties are to execute the bond, attach Standard Form 27B, Continuation Sheet, and identify sureties beginning with "L" on the first sheet.

3. The name, including full Christian name, and residence of each individual party to the bond shall be inserted in the space provided therefor, and each such party shall sign the bond with his usual signature on the line opposite the scroll seal, and if signed in Maine or New Hampshire, an adhesive seal shall be affixed opposite the signature.

4. If the principals are partners, their individual names shall appear in the space provided therefor, with the recital that they are partners composing a firm, naming it, and all the members of the firm shall execute the bond as individuals.

5. The name of the State in which each surety is incorporated and the State of incorporation of the principal, if a corporation, shall be inserted in the appropriate place in the bond, and said instrument shall be executed and attested under the corporate seal as indicated in the form. If the corporation has no corporate seal the fact shall be stated, in which case a scroll or adhesive seal shall appear following the corporate name.

6. The official character and authority of the person or persons executing the bond for the principal, if a corporation, shall be certified by the secretary or assistant secretary, according to the form set forth above. In lieu of such certificate there may be attached to the bond copies of so much of the records of the corporation as will show the official character and authority of the officer signing, duly certified by the secretary or assistant secretary, under the corporate seal, to be true copies.

7. The date of this bond must not be prior to the date of the instrument in connection with which it is given.

U. S. GOVERNMENT PRINTING OFFICE 16—67518-2

RECEIVED
FEB 16 1961
"FOR FILING"

F-304(6)

February 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 7, 1961, on Contract No. 5832, Clackamas O'xing-Park Place Section, in Clackamas County, in connection with Federal Aid Project No. F-304(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
FEB 13 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO F-304(6)
Mr. M. G. Williams
State Highway Engineer
Salem, Oregon
5832

DATE: February 9, 1961

Attention: Mr. R. L. Porter

FROM : C. G. Falk, Division Engineer
Salem, Oregon

By: E. H. Zurich
Acting Division Engineer

SUBJECT: Utility adjustment
Park Place Water District
Clackamas O'xing-Park Place section
Cascade Highway
Project F-304(6)

We hereby approve the agreement evidenced by exchange of correspondence between the State and the utility company dated January 27, 1961 and February 6, 1961. Reimbursement will be based on a lump sum amount of $781.16.

Authorization to proceed with the work is granted as of February 8, 1961. Approval is subject to the provisions of PPM 30-4.

Porter
Edw

RECEIVED
FEB 8 1961
FOR FILING

F-304(6)
5131

February 8, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Clackamas O'xing-Park Place Section
Cascade Highway, Clackamas County
Project No. F-304(6)

Herewith are the following data covering adjustment of the water mains of the Park Place Water District in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the District for adjusting certain portions of its facilities.

2. Two copies of the District's estimate for adjusting that portion of its facilities.

3. Two copies of the sketch prepared by the District showing the revision to be made.

Your approval of the agreement as evidenced above with reimbursement to be on lump sum basis and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
JAN 31 1961
FOR FILING

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 27, 1961

F-304(6)
9432

By:
D. M. Emrich
Acting Division Engineer

C. E. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-304(6)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-304(6), Clackamas Overcrossing-Park Place Section of the Cascade Highway, we hereby concur as of this date, in award of Contract No., 5832 to C. R. O'Neil and Dorman Construction Co., of Creswell, Oregon, low bidder in the amount of $1,016,932.30 at the January 24, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
MAR 10 1961
FOR FILING
F-304(6)

Agr 60-143

RECEIVED
JAN 20 1961
LEGAL DEPT.

Salem, Oregon
January 25, 1961

Throughway Agreement
SPRR Overcrossing-Oregon City Section
Cascade Highway
City of Gladstone

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

MISC. CONTRACTS and
AGREEMENTS No. 2329

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with the City of Gladstone covering the SPRR Overcrossing-Oregon City Section of the Cascade Highway in the City of Gladstone.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Gladstone.

Secretary

rn
Attach: 1

RECEIVED
JAN 25 1961
FOR FILING

F-304(6)
"ST832

January 24, 1961

[redacted]

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is in answer to your letter of December 30, 1960 in which you notified us that the Clackamas O'xing-Park Place Section, F-304(6), P.S. and E. had been approved on condition that we furnish further data in connection with three features that are indicated on the plans.

1. You ask for full justification for connecting 1st Avenue and Hood Sts. in the vicinity of the proposed Clackamas Interchange, and state that property involved will have easy access to city arterials by other routes. In the first place Clackamas is not an incorporated community, and such things as city arterials or other municipally maintained ways are nonexistent. The first platted street north of the severed area is not improved, and the second street north is improved to low standard. By constructing the proposed connection, the existing rectangular grid will remain largely intact and will enable the Highway Commission to fulfill its agreement with Clackamas County.

2. Between Stations 562+50 and 565, there is apparent objection to providing access to a property stating that it has access to a county road. Your statement miss no recognition of the fact that an access to the property from Strawberry Lane is being eliminated by the proposed construction. Our Right-of-Way Department estimates that it will cost 3000

to $1,000 to eliminate the access. A new access can be constructed including necessary right of way for approximately $900.

3. You question the propriety of providing access from Forsythe Road to Taylor St. in Park Place, and state that one property only is affected. In this instance, you have made no recognition of the Standard Oil Bulk Plant which has short frontage on Forsythe Road; but whose main frontage is on Taylor Street (the road you consider might be closed). The cost of constructing this connection is estimated at $9,000 including right of way. The DeBok property has been appraised at $8,000, and the Standard Oil property at $37,500. Just how much damage would result to the Standard Oil property by closing Taylor St. is difficult to measure, but a 10 per cent figure would be ultra conservative.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

cc: Forrest Cooper

RECEIVED

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

F-304(6)
File 6
5832
Date January 23, 1961

REFERRED TO Cooper
State Highway Engineer

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Re: Cascade Highway Reconstruction Project -
Clackamas Water District Facilities

Gentlemen:

We have reviewed plans submitted for the proposed Cascade Highway reconstruction through the Clackamas Water District and have conferred with your Messrs. Scofield and Baker on several occasions both in the office and in the field.

We believe we have determined the points of conflict between the proposed highway construction in so far as the Clackamas Water District facilities are concerned and accordingly, we have prepared an estimate of cost for that which we believe to be the minimum of the amount of work involved including mains, services and meters.

We transmit herewith an estimate of cost for the work which will be made necessary by the Highway Department's proposed construction. Funds are not available in the Water District budget for this proposed work and, further, since the construction is in the nature of an improvement to benefit traffic and not the Water District, the Water District Board believes that the entire cost of these changes should be borne by the Highway Department.

Very truly yours,

CARL E. GREEN & ASSOCIATES

Carl E. Green

by Carl E. Green

encl.
cb

cc: Clackamas Water District
State Highway Dept., Salem

RECEIVED
JAN 24 1961
OREGON
STATE HIGHWAY COMMISSION

Edw

ESTIMATE OF COST

RECONSTRUCTION OF WATER MAINS & SERVICES

CASCADE HIGHWAY RECONSTRUCTION PROJECT

CLACKAMAS WATER DISTRICT

January 1961

Item	Quantity	Unit Price	Amount
10" Cast Iron Pipe, Cement Joints	240 lin.ft.	$ 2.50	$ 600.00
8" Cast Iron Pipe, M. J.	220 lin.ft.	1.60	352.00
6" Cast Iron Pipe, M.J.	420 lin.ft.	1.25	525.00
4" Cast Iron Pipe, Cement Joints	1,210 lin. ft.	1.70	2,057.00
3" Galv. Iron & Steel Pipe & Fittings	1,540 lin.ft.	1.75	2,695.00
1¼" & 1½" Galv. Iron Pipe & Fittings	1,460 lin.ft.	1.50	2,190.00
Cast Iron Fittings	1,880 lbs.	0.40	752.00
1" Service Line	50 lin.ft.	1.50	75.00
3/4" Copper Service Lines (30)	900 lin.ft.	0.60	540.00
Re-Construct Meters & Meter Boxes	31	5.00	155.00
3/4" Corp. Stops	30	5.70	171.00
1" Corp. Stops	1	9.30	9.30
Crushed Rock	70 cu.yds.	4.50	315.00
Concrete Kick Blocks	8 cu.yds.	30.00	240.00
Excavation and Backfill	3,810 cu.yds.	1.90	6,859.00
Compact Backfill	1,270 cu.yds.	3.00	3,810.00
Sub Total			$21,345.30
Engineering, Supervision, Contingencies			3,201.70
TOTAL			$24,547.00

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS
510 HENRY BUILDING :: PORTLAND 4, OREGON

RECEIVED

FOR FILING

F-304(6)

5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
SPRR Overcrossing--Oregon City Section
Cascade Highway
City of Gladstone

Attached are three copies of the subject agreement. Two copies have been signed by the city of Gladstone and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 1/28/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

NOTED
V. D. WOLFE

FILED

RECEIVED
FORM E-123-X, 7&M 1-60
FOR FILE

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-304(6)
5812

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 10, 1961

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. H. M. Williamson
Chief Engineer

Gentlemen:

Ref. File 911538/323

In response to your request of 23 December 1960, I am enclosing six copies of the railroad protective specifications we propose to use for Clackamas Overcrossing project, Bridge 2135A. These specifications parallel those sent you recently for the Three Mile Lane Highway Overpass near McMinnville, Bridge 8688.

Very truly yours,

Ivan O. Merchant
Bridge Engineer

CAG/mm
Enclosure

cc: Mr. G. S. Paxson-w/ att.
Mr. J. W. DeSouza-w/att.

RECEIVED

RELATIONS WITH RAILROAD COMPANY

Article 1.7.12: "Damage to Railroads" (Supp. 1-61)

The provisions of this article are supplemented by the following additional provisions:

General: The term "Railroad" shall be understood to mean the Southern Pacific Company.

It is expected that the Railroad will cooperate with the contractor to the end that the work may be handled in an efficient manner, but the contractor shall have no claim for damages or extra compensation in theevent his work is held up by the work of railroad forces.

The provisions of this section covering relations with railroad company and the provisions of the following sections, "Railroad Protective Insurance", of these special provisions shall inure directly to the benefit of Railroad.

Work on or Adjacent to Railroad Right of Way: The work to be performed under this contract which is on, over or under the Railroad property or which is to be performed on areas lying within 50 feet of the center line of railroad tracks over which trains are operated is estimated to be 20 percent of the total cost of the project. This estimate is based upon estimated quantities and unit prices made prior to award of the contract and may or may not agree with the percentage computed in accordance with final quantities and unit prices under the contract. This estimate is given solely as a convenience and the State assumes no responsibility of any kind for its accuracy.

Clearances: The contractor shall not pile or store any materials, park or use his equipment closer to the center of the nearest Railroad track, or overhead lines, than permitted by the following clearances:

10'-0" horizontally from center line of track, except as noted for falsework.
22'-6" vertically above top of rail, except as noted for falsework.
21'-4" vertically for falsework above base of rail.
7'-6" horizontally for falsework from ℄ of track.

Any infringement on the above clearances due to the contractor's operations shall be submitted to the Railroad and to the Engineer and shall not be undertaken until approved by the Railroad, and until the Engineer has obtained any necessary authorization from the Public Utilities Commissioner for the infringement. No extra compensation will be allowed in the event the contractor's work is delayed pending Railroad Approval and PUC Authorization.

In the case of impaired vertical clearance above top of rail, Railroad shall install tell-tales or other protective devices Railroad deems necessary for protection of Railroad trainmen or rail traffic as set forth in PUC order.

Protective devices authorized by PUC order will be installed at State expense. Additional protective devices deemed necessary by Railroad because of contractor's methods of operation shall be installed by Railroad at contractor's expense.

Railroad Protective Services: In connection with work performed on or adjacent to Railroad property, Railroad representatives, engineering inspectors, flagmen, or watchmen, will be provided by Railroad to protect its facilities, property and movements of its trains, or engines, when in the opinion of Railroad's representatives same is necessary due to the contractor's operations while working on or adjacent to the Railroad's property or its tracks.

The contractor shall comply with the rules and regulations of Railroad or the instructions of its representatives in relation to the proper manner of protecting the tracks and property of railroad and the traffic moving on such tracks, as well as the wires, signals and other property of Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction.

The contractor shall cooperate with the Railroad where work is over or under the tracks, or within the limits of Railroad property in order to expedite the work and to avoid interference with the operation of Railroad equipment.

The contractor shall perform his work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of Railroad and the traffic moving on such tracks, as well as wires, signals and other property of Railroad, its tenants or licensees, at or in the vicinity of the work.

If the contractor desires to move his equipment or materials across Railroad's tracks he shall obtain permission from Railroad and should it be required the contractor shall obtain a private crossing agreement. The crossing installation for the use of the contractor, if required, shall be at the expense of the contractor.

In advance of any blasting, the contractor shall notify Railroad in order that proper flagging protection may be provided.

The details of construction affecting the Railroad tracks and property not included in the contract plans including plans for falsework and shoring and cribbing of excavations adjacent to railway tracks shall be submitted to the Railroad, via the Engineer, for approval before such work is undertaken.

Upon completion of the work to be performed by contractor on the premises or over or beneath the tracks of Railroad, the contractor shall promptly remove from the premises of Railroad all of contractor's tools, implements and other materials, whether brought upon said premises by said contractor or any subcontractor, employee or agent of contractor, or any subcontractor, and cause said premises to be left in a clean and presentable condition.

Cost and Reimbursement for Railroad Protective Services: The protective services Railroad will require and the total cost thereof are contingent on contractors construction schedule, methods and progress of his work on or adjacent to Railroad Right of Way.

The nature and extent of protective service, personnel and other measures required will in all cases be determined by Railroad. Nothing in these specifications will limit, in any way, Railroads right to determine and assign the number of men, the classes of men for protective service nor other protective measures it deems necessary.

It is the contractor's responsibility to determine the actual protective services Railroad will require and the total cost thereof, based on contractor's construction schedule, methods and operations.

The State will bear the cost of Railroad protective services up to the limited amount of $. The cost of all Railroad protective services over and above this amount are contractor's responsibility and shall be borne by the contractor.

The State will reimburse Railroad directly for all costs incurred by Railroad for protective services. Cost of protective service over and above the amount set forth in the preceding paragraph will be deducted from progress or final payments made to the contractor.

Billings against State and charges against contractor for excess protective services will be based on the rates of pay in effect at the time of the work for Railroad employees and various classes of labor actually used on the work for protection of Railroad and to which shall be added compensation insurance, vacation and holiday time, railroad retirement and unemployment taxes, accounting and billing charges, travel time and other costs incurred by Railroad in connection with such service.

Work by Railroad Company: Unless otherwise provided, Railroad will move telephone, telegraph, and signal lines to locations shown on the plans at expense of State. Any other moving to accommodate contractor's construction schedule, methods or equipment will be at the expense of contractor.

Railroad Protective Insurance: In addition to any other form of insurance or bonds required under the terms of the contract and specifications, the contractor shall furnish Railroad Protective Insurance in favor of the Railroad and which policy or policies of insurance shall be in the railroad protective liability form as shown herein.

Such insurance shall be approved by said Railroad before any work is performed on railroad property, and shall be carried until work on railroad property under the terms of the contract is satisfactorily completed as determined by the engineer, and thereafter until all tools, equipment and materials have been removed from Railroad property and such property is left in a clean and presentable condition.

The railroad protective liability policy required herein, along with a certificate of contractor's public liability and property damage liability, and contractor's protective public liability and property damage liability insurance policies, required elsewhere in these special provisions shall be delivered to Railroad Superintendent, A. W. Kilborn, Union Station, Portland 9, Oregon, immediately upon award of the contract. Failure on the part of the contractor to furnish insurance satisfactory to Railroad will not be cause for waiving the workday count on the contract nor cause for an increase in time over the number of workdays stated in the contract.

One copy of a certificate of insurance for the railroad protective policy shall be delivered to the engineer.

Full compensation for all premiums which the contractor is required to pay on all the insurance described herein shall be considered as included in the prices paid for the various items of work to be performed under the contract, and no additional allowance will be made therefor or for additional premiums which may be required by extensions of the policies of insurance.

RAILROAD PROTECTIVE LIABILITY FORM

_____
(Name of Insurance Company)

DECLARATIONS

Item 1. Named Insured:

Item 2. Policy Period: From _____ to _____
12:01 A.M., Standard Time, at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated in Item 6 by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.

Coverages		Limits of Liability		
		Each Person	Each Occurrence	Aggregate
A	Bodily Injury Liability	$250,000	$500,000	Not Applicable
B & C	Property Damage Liability and Physical Damage to Property	Not Applicable	$250,000	$500,000

Item 4. Name and Address of Contractor: _____

_____

_____

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed: STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, Salem, Oregon.

Item 6. Designation of the Job Site and Description of Work:

For constructing State Highway in _____

County, between _____

and _____

Highway _____, Sections _____

Premium Bases	Rates per $100 of Cost		Advance Premiums	
	Coverage A	Coverages B&C	Coverage A	Coverages B&C
Contract Cost	$	$	$	$
Rental Cost	$	$	$	$

Countersigned _____ 19__ by _____

_____
Title

POLICY

_____
(Name of Insurance Company)

A _____
insurance company, herein called the company, agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declaration made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A--Bodily Injury Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness or disease, including death at any time resulting therefrom, hereinafter called "bodily injury", either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the Contractor or any employee of the Contractor or by any designated employee of the insured whether or not arising out of such acts or omissions.

Coverage B--Property Damage Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property including loss of use of any property due to such injury or destruction, hereinafter called "property damage," arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

Coverage C--Physical Damage to Property.

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. Definitions.

(a) Insured.--The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor.--The word "contractor" means the Contractor designated in Item 4 of the declarations and includes all subcontractors of said Contractor but shall not include the named insured.

(c) Designated employee of the insured.--The words "designated employee of the insured" mean:

(1) any supervisory employee of the insured at the job site,

(2) any employee of the insured while operating, attached to or engaged on work trains or other railroad equipment at the site which are assigned exclusively to the Contractor, or

(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the Contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the Contractor or by governmental authority.

(d) Contract.--The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. Defense, Settlement, Supplementary Payments.

With respect to such insurance as is afforded by this policy under coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability:

(1) all expenses incurred by the company, all costs taxed against the insured in any suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expenses, other than loss of earnings, incurred by the insured at the company's request.

IV. Policy Period, Territory.

This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by the governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under coverages A(1), B and C. to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U. S. Code (1946), Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under coverage B, to injury to or destruction of property owned by the named insured or leased or entrusted to the named insured under a lease or trust agreement.

CONDITIONS

(The conditions, except conditions 3, 4, 5, 7, 8, 9, 10, 11 and 12 apply to all coverages. Conditions, 3, 4, 5, 7, 8, 9, 10, 11 and 12 appy only to the coverage noted thereunder.)

1. Premium.--The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

The term "rental cost" means the total cost to the Contractor for rental of work trains or other railroad equipment, including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the Contractor specified in the declarations for any such excess; if less, the company shall return to the said Contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. Inspection.--The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. Limits of Liability, Coverage A.--The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provisions respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by two or more persons as the result of any one occurrence.

4. Limits of Liability, Coverages B and C.--The limit of liability under coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under coverage B, as the result of any one occurrence.

Subject to the above provisions respecting "each occurrence," the limit of liability under coverages B and C stated in the declaration as "aggregate" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under coverage B.

Under coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss, is of a part thereof the actual cash value of such part, at time of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. Severability of Interests, Coverages A and B.--The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. Notice.--In the event of an occurrence of loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place

and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as soon as practicable. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. Assistance and Cooperation of the Insured, Cvoerages A and B.--The insured shall cooperate with the company and, upon the company's request attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. Action Against Company, Coverages A and B.--No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of the insured the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

Coverage C.--No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy nor until 30 days after proof of loss is filed and the amount of loss is determined as provided in this policy.

9. Insured's Duties in Event of Loss, Coverage C.--In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request;

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonably require and shall, upon the company's request, exhibit the damaged property.

10. Appraisal, Coverage C.--If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The company shall not be held to have waived any of its rights by any act relating to appraisal.

11. Payment of Loss, Coverage C.--The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12. No Benefit to Bailee, Coverage C.--The insurance afforded by this policy shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13. Subrogation.--In the event of any payment under this policy, the company shall be subrogated to all the insured's rights to recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14. Application of Insurance.--The insurance afforded by this policy is primary insurance.

15. Three-Year Policy.--A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each period.

16. Changes.--Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy.

17. Assignment.--Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18. Concellation.--This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancellation shall be effective. This policy may be canceled by the company by mailing to the named insured, contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than 30 days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

19. Declarations.--By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

In witness whereof, the _____ Insurance Company has caused this policy to be signed by its president and secretary at _____ and countersigned on the declarations page by a duly authorized agent of the company.

(Facsimile of Signature) (Facsimile of Signature)

_____ _____

Secretary President

Article 1.7.12 "Damage to Railroads" (Supp. 7-60)

The provisions of this article are supplemented by the following additional provisions:

Insurance:

The contractor shall, in addition to other forms of insurance or bonds required under the terms of the specifications and contract, carry insurance of the kinds and with amounts hereinafter set forth, and such insurance shall be in full force and effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by formal acceptance by the Commission.

The contractor shall not commence work under the contract until he has obtained all insurance required under this specification.

One copy of a certificate of insurance for each policy shall be delivered to the engineer at the time of the execution of the contract.

Contractor's Public Liability and Property Damage Liability Insurance: The contractor shall, with respect to the operations he performs, furnish evidence to the engineer that he carries regular Contractor's Public Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of five hundred thousand dollars ($500,000) for all damages arising out of bodily injuries to or death of two or more persons in any one occurrence, and regular Contractor's Property Damage Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit per occurrence, a total (or aggregate) limit of five hundred thousand dollars ($500,000) for all damages arising out of injury to or destruction of property during the policy period.

If any part of the work is subcontracted, the contractor shall require the subcontractor or subcontractors to carry equivalent Contractor's Public Liability and Property Damage Liability Insurance.

Contractor's Protective Public Liability and Property Damage Liability Insurance: The contractor shall, with respect to the operations performed for him by subcontractors, furnish evidence to the engineer that he carries in his own behalf regular Contractor's Protective Public Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total of five hundred thousand dollars ($500,000) for all damages arising out of bodily injuries to or death of two or more persons in any one occurrence, and regular Contractor's Protective Property Damage Liability Insurance providing for a limit of not less than two hundred fifty thousand dollars ($250,000) for all damages arising out of injury to or destruction of property in any one occurrence and, subject to that limit per occurrence, a total (or aggregate) limit of five hundred thousand dollars ($500,000) for all damages arising out of injury to or destruction of property during the policy period.

RECEIVED
JAN -5 1961
FOR FILING
F 304 (6)
5832

January 4, 1961

Board of County Commissioners
Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing for the records and files of Clackamas County a fully executed copy of a Throughway Agreement between the State Highway Commission and Clackamas County covering construction on the S.P.R.R. Overcrossing-Park Place Section of the Cascade Highway in Clackamas County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JAN - 5 1961
FOR FILING

F-304(6)
5832

MISC. CONTRACTS and AGREEMENTS No. 2317

Salem, Oregon
January 4, 1961

Throughway Agreement
SPRR Over-Xing-Park Place Sec.
Cascade Highway
Clackamas County

Mr. C. G. Swanson
County & City Relations Engineer
O f f i c e

Attached is a conformed copy of a Throughway Agreement with Clackamas County covering construction on the S.P.R.R. Overcrossing-Park Place Section of the Cascade Highway in Clackamas County.

A fully executed copy of the above agreement has beenretained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Agreement
SPRR Overcrossing-Park Place Section
Cascade Highway
Clackamas County

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the Clackamas County Board of Commissioners and are now ready for signature by the Highway Commission. These two copies require your signature of approval.

This project was approved by the Highway Commission on December 12, 1958.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: Tom Edwards, attention D. J. Barbee
W. T. Wright

ATTEST
DATE 12-13-60 Vol. Page 30720
Boyd Query

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

RECEIVED

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-304(6)

5832

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 30, 1960

Mr. C. C. Polk, Division Engineer
U. S. Bureau of Public Roads
498 State Highway Building
Salem, Oregon

Re: Right of Way Status
Clackamas Overcrossing-
Terwilliger Section
Pacific Highway
Clackamas County

Dear Sir:

All right of way has been secured, by option or condemnation proceedings, on the Clackamas Overcrossing-Terwilliger Section (grading, paving and signing) except for the following files.

File No. 31633 - Blaue - $38,210

File No. 31638 - Keeley - $ 5,100

File No. 26765 - Wilboard $ 2,500

These files will be secured by condemnation actions which will be filed today.

Very truly yours,

D. B. [illegible]
Assistant Right of Way Engineer

DBM:mr
cc: Mr. Forrest Cooper ✓
Mr. L. L. Lindas
Mr. W. L. Porter

NOTED
FORREST COOPER

F-304(6)

5832

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-304(6)
Clackamas Overcrossing-Park Place Section, Cascade Highway

We have today approved P. S. and E. documents, subject project, conditioned upon your furnishing further data in justification of certain features if Federal participation in the cost of their construction is desired. This is to authorize your advertising for bids if you wish to proceed now without regard for possible loss of participating funds-items mentioned below.

The revised Clackamas Interchange will sever 1st Ave. and Hood Street which you propose to reconnect. The residences involved apparently will still have easy access to city arterials by other routes. We shall need full justification for the construction of the planned reconnection. Reference R/W files 31937, 31938 and 31940.

Between Stations 562+50 - 565 an access is provided for a tract that is not isolated, having access to . county road. One potential homesite, we understand, would be without access. If the cost of the frontage road to serve the single homesite exceeds $1000 full justification should be furnished. Reference R/W file 28702.

One property located at the N.E. corner, intersection of Fielding Street and Taylor Street will apparently be without access by reason of the new facility's construction. Justification of provision of access is needed if such provision will exceed cost of acquisition. Reference R/W files 31569, 28765(2) and 31570.

These matters were discussed in the field at the time of plans-in-hand inspection on December 21, 1960.

It is noted that the estimate shows 2600 rods of Type 3 fence, sufficient apparently to fence the entire project. We believe that further study during the project's construction should be made with the purpose of eliminating any fencing not conforming with AASHO fencing policy.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

RECEIVED
JAN - 9 1961
FOR FILING

F-304 (6)
F532

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1960

NOTED
H. S. COX

NOTED

SUBJECT: Revised Throughway Agreement
S.P.R.R. Overcrossing-Oregon City Section
Cascade Highway
City of Gladstone

To: Mr. C. C. Paxson
Assistant State Highway Engineer

C F F I C E

NOTED
Harold C. Ayers

Attached hereto are six copies of the above agreement, revised in response to Bob Prang's request. We suggest that any copies of the original agreements that may be in circulation be destroyed. It is understood County and City Relations will furnish the additional exhibit maps.

We have extra copies of this agreement in our office.

Leonard W. Pearlman

LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
Attachments (6)

In City 12-27-61
VGG

NOTED

RECEIVED
1960
FORM E-30 50M 2-60 26118
FOR FILES
E-304(6)
5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1960

SUBJECT: Throughway Agreement
SPRR Overcrossing-Oregon City Section
Cascade Highway
City of Gladstone

To: G. S. Paxson
Assistant State Highway Engineer

O F F I C E

Attached hereto are six copies of the above-entitled agreement, prepared in response to your request of October 20, 1960. It is understood that County-City Relations will furnish the necessary exhibit maps. They should be cautioned that the exhibits should show "Harris Lane" as "Olhson Road", as the agreement refers to it as such, as requested by John Graham.

Additional copies of the agreement are available in this office.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LWP:bp
Attachments

RECEIVED
NOV 1 1960
CITY OF

Noted
L. W. Lindas

RECEIVED
OCT 26 1960
FOR FILING
F-204(1)
5832

Salem, Oregon
October 20, 1960

Mr. L. I. Lindas
Chief Counsel

Throughway Agreement
SPRR Overcrossing-Oregon City Section
Cascade Highway
City of Gladstone

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

RECEIVED
OCT 20 1960
FOR FILING
F-304(6)
5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Agreement
SPRR Overcrossing-Oregon City Section
Cascade Highway
City of Gladstone

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

APPROVED
D. J. Barker
Asst. Const. Engr.

NOTED
G. S. PAXSON

AGREEMENT DRAFT, 10/20/60

THIS AGREEMENT, made and entered into this ___ day of _____, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF GLADSTONE, hereinafter called "City";

W I T N E S S E T H:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the safe and expeditious flow of traffic, State and City plan and propose to construct the S.P.R.R. Overcrossing-Oregon City Section of the Cascade Highway, Secondary Highway No. 160. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.080, and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, street, or throughway and the State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to ORS 374.050, State is empowered, with the official approval of City, to close any street or road at or near its point of intersection with the throughway, or to make provision for the carrying of the street or road over or under the throughway.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a map setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

4. State shall construct and thereafter maintain the Gladstone Channelized Intersection as shown colored in green on the attached Exhibit "A."

~~5. State shall reconstruct Edgewater Road approximately as shown~~

colored in orange on the attached Exhibit "A."

6. State shall close the following roads in the following manner and at the following locations:

a. Harris Lane at the southerly right of way boundary line of the throughway as shown by means of a red line on the attached Exhibit "A."

b. Edgewater Road at those points as shown by means of red lines on the attached Exhibit "A."

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City consents to closure by State, pursuant to ORS 374.060, of those streets as described in paragraph 6 under THINGS TO BE DONE BY STATE.

3. City agrees that it will not construct any street turning into or intersecting the said throughway, unless the plans and specifications therefor have first been submitted to and approved in writing by State.

4. By execution of this agreement, City does hereby consent, pursuant to and as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with and arising out of the construction of the proposed throughway and the construction or reconstruction of any and all other streets, roads, and structures covered herein.

5. City shall pass an ordinance or resolution, as the case may

5. City, upon project completion by State, agrees to assume maintenance of and jurisdiction over the reconstructed portion of Edgewater Road as described in paragraph 5 under THINGS TO BE DONE BY STATE.

6. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Asst. State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

CITY OF GLADSTONE, by and through its City Officials

ATTEST:

_____

By _____
Mayor

By _____
Recorder

JDG:mm

draft, 10/20/60

RECEIVED
OCT 1960

FOR FILING

F-204(c)

#5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1960

AGENDA
SEP 29 1960
5L

To: Mr. Floyd Query
O F F I C E

SUBJECT: Throughway Resolution
Cascade Highway No. 160
Clackamas County

Attached are six copies of a resolution designating a portion of the Cascade Highway as a throughway. The section to be designated is from the Clackamas Overcrossing to the Oregon City city limits and is shown colored in red on the map attached to the resolution.

Will you please present the resolution to the Highway Commission for adoption at the September 29-30 meeting.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

Resolution filed in
"Throughways + Right of Access"
No. 14

RECEIVED
SEP 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1960
FOR FILING
F 304(6)
F 5892

Salem, Oregon
September 16, 1960

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Throughway Construction Agreement
Clackamas Overcrossing-Oregon City Section
Cascade Highway
Clackamas County

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 9/7/60

THIS AGREEMENT, made and entered into this _____ day of _____, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and CLACKAMAS COUNTY, a political subdivision of the State of Oregon, by and through its Board of County Commissioners, hereinafter called County;

W I T N E S S E T H:

RECITALS:

1. For the purpose of furthering the development of a highway system adopted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the Clackamas Overcrossing-Oregon City Section of the Cascade Highway, [redacted] State Secondary Highway No. 160, as a throughway as that term is defined in ORS 374.010. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway, or to make provision for the carrying of the street or road over or under the throughway, or may provide a connection with the throughway by means of a service or frontage road to a suitable point of connection with said county roads, and do any and all work on the said throughway as is necessary therefore.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain the necessary right of way by purchase or otherwise, let and award all contracts, and supervise construction of the project. Attached hereto marked Exhibit "A" and by this reference made a part hereof is a map of one page showing the general plans and location of said project.

2. State shall construct and thereafter maintain the Lake Road Interchange as shown colored in green on the attached Exhibit "A."

3. State shall construct and thereafter maintain the Clackamas Interchange as shown colored in green on the attached Exhibit "A."

4. State shall reconstruct 3rd Avenue as necessary from Clackamas Interchange to an intersection with Clackamas Avenue, County Road No. 2265. County is to maintain that portion of said road approximately as shown colored in orange on the attached Exhibit "A."

5. State shall construct a connection on the easterly side of the throughway from 1st Avenue (a public road) to Hood Street. County is to maintain that portion of reconstructed road approximately as shown colored in orange on the attached Exhibit "A."

6. State shall construct and thereafter maintain a separation structure carrying Strawberry ~~Lane~~ Avenue, County Road No. 2269, over the throughway. Said structure is shown colored in purple on the attached Exhibit "A."

7. State shall reconstruct said Strawberry Avenue as much as

is necessary to make approaches to the structure described in paragraph 6 above and approximately as shown colored in orange on the attached Exhibit "A." County is to maintain same.

8. State shall construct a frontage road along the westerly side of the throughway from Strawberry Avenue, County Road No. 2269, southerly to an intersection with Cason Road, County Road No. 2267. County is to maintain said frontage road approximately as shown colored in orange on the attached Exhibit "A."

9. State shall construct a frontage road along the easterly right of way of the Southern Pacific Railroad Company from Bakers Ferry Road, County Market Road No. 28, southerly to an intersection with Forsythe Road, County Road No. 2214. County is to maintain said frontage road approximately as shown colored in orange on the attached Exhibit "A."

10. State shall construct Fielding Street from Taylor Street to Forsythe Road in the vicinity of the Park Place Interchange. County is to maintain said street approximately as shown colored in orange on the attached Exhibit "A."

11. State shall construct and thereafter maintain the Park Place Interchange as shown colored in green on the attached Exhibit "A."

12. State shall construct a frontage road along the westerly side of the throughway at the Park Place Interchange from the northwesterly on-ramp to the throughway, southerly to an intersection with the present Cascade Highway No. 160. County is to maintain that portion of said frontage road approximately as shown colored in orange on the attached Exhibit "A."

13. State shall close the following roads in the following manner and at the following locations:

a. Lake Road, County Road No. 2268, at those points as shown by means of red lines on the attached Exhibit "A."

b. Jannsen Road, County Road No. 2251, at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

c. Clackamas Avenue, County Road No. 2265, at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

d. Hood Street and 1st Avenue (a public road) at the easterly right of way boundary line of the throughway as shown by means of a red line on the attached Exhibit "A."

e. Hood Street at the westerly right of way boundary line of the throughway as shown by means of a red line on the attached Exhibit "A."

f. Jefferson Street at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

g. Root Road, County Road No. 2266, at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

h. Beaver Lane, County Road No. 2279, at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

i. Strawberry Avenue, County Road No. 2269, at the easterly and westerly right of way lines of the throughway as shown by means of red lines on the attached Exhibit "A."

j. Cason Road, County Road No. 2267, at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

k. Bakers Ferry Road, County Market Road No. 28, at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

l. Fielding Street at the easterly and westerly right of way boundary lines of the throughway as shown by means of red lines on the attached Exhibit "A."

m. Taylor Street at the ~~westerly~~ easterly right of way boundary line of the throughway as shown by means of a red line on the attached Exhibit "A."

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the general plan attached hereto and marked Exhibit "A," and all paragraphs listed under THINGS TO BE DONE BY STATE.

2. County agrees, upon completion of the project, to continue maintenance of and jurisdiction over those portions of the said reconstructed county roads as described and set forth in paragraphs 4, 5, and 7 under THINGS TO BE DONE BY STATE, and as shown colored in orange on the attached Exhibit "A."

3. County, upon completion of the frontage roads described in paragraphs 8, 9, 10, and 12 under THINGS TO BE DONE BY STATE, agrees to maintain said frontage roads at its sole expense.

4. County consents to the closure of those certain roads as described in paragraph 13 under THINGS TO BE DONE BY STATE.

5. County consents to use by State for highway purposes of those portions of county roads within the right of way boundary lines of the throughway.

6. County agrees that no county roads will be constructed running into or intersecting the said throughway without the written approval of State.

7. County agrees to execute this agreement during a duly authorized session of its County Commissioners.

GENERAL PROVISION:

1. Present plans of State shall be construction of channelized grade intersections at those locations described in paragraphs 2 and 11 under THINGS TO BE DONE BY STATE. When, in the opinion of State, traffic necessitates it, State shall construct and thereafter maintain interchanges at the locations referred to above.

[redacted].

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Asst. State Hwy. Engineer

APPROVED AS TO FORM

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

CLACKAMAS COUNTY, by and through its Board of County Commissioners

By _____
Chairman

By _____
County Commissioner

By _____
County Commissioner

ATTEST:

_____
County Clerk

HCS:mm
9/7/60

Draft

RECEIVED
SEP 1960

FOR FILING
F-304(6)

#5832

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1960

SUBJECT: Clackamas Overcrossing-
Park Place Project

To: Mr. Tom Edwards
Construction Engineer

O f f i c e

To supplement my efforts of the past couple of days through Mr. Don Stoudenmeyer, this will report that it does not appear possible to meet the November 1 letting date on this project, unless we have immediate approval of the Bureau which will clear the new right of way descriptions and the revisions in the vicinity of Clackamas.

To have this project cleared or under condemnation by the date of advertising requires that recommendations for condemnation be submitted by the field no later than September 23. Time has now become so short that our only chance of fulfillment requires that the changes at Clackamas be negotiated on an appraisal basis which will not meet Federal requirements nor qualify for Federal reimbursement. Further delay of more than four or five days will likely put this project beyond reach for a November 1 opening.

Mr. Stoudenmeyer has been striving valiantly to find someone in the Bureau of Public Roads offices who would approve the plan revisions which are before them and permit us to go ahead. My only purpose in writing this letter is to enlist your services in leaning on the BPR for an early clearance of the plans.

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper
Mr. S. N. Mayhew

9-3316 Tumalo State Park Overnite Ext.
McKenzie-Bend Hwy. 1961
#5833 State Project.

RECEIVED
AUG 4 1961
FOR FILING

August 3, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5833 for the Tumalo State Park Overnight Camping Area Extension Project on the McKenzie-Bend Highway in Deschutes County was completed by the contractor, Rex Kimsey, on June 14, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $3,686.13 will be released to the contractor on or after August 10, 1961. The total contract amount is $24,126.36, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Mr. Rex Kimsey
Route 1, Box 155
Stayton, Oregon

RECEIVED
JUN 20 1961

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Rex Kinsey completed work on the Tumalo State Park Extension Project on the McKenzie-Bend Highway in Deschutes County, Contract #5833 (State Project), on June 14, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD

RECEIVED
FEB 23 1961
FORM E-30 SOM 7-60 29395
FOR FILING
9-3316
5933

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Dear Sir:

Rex Kimsey started work on Tumalo State Park in Deschutes County, Contract #5833 (State Project), on February 8, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query

RECEIVED
FEB 20 1961
COMMISSIONERS
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-3316

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 20, 1961

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. Rex Kimsey
Route 1, Box 155
Stayton
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5833, awarded January 27, 1961, for the Tumalo State Park Overnight Camping Area Extension Project on the McKenzie-Bend Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

dc

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

I-5-1(9)44 Evans Creek-Rock Point Sec. 1961
Pacific Hwy.
#5834 Paving, struct. widening & sign.

Φ-1343

RECEIVED
DEC 6 - 1963
FOR FILING

1(7)-14
E 4 : 4

Salem, Oregon
December 4, 1963

File R-19245
Grant of Easement
R.E. McManus, et al

Mr. L.I. Lindas
Chief Counsel
Office

Attention: Mr. G.E. Rohde
Assistant Counsel

Attached for further handling is a fully executed copy of a Grant of Easement to R.E. McManus, granting an easement for a water pipeline or ditch over and across that property acquired by State on Foots Creek, Pacific Highway, Jackson County.

A conformed copy of the above easement has been retained in this office.

Secretary

rn
Attach: 1

FORM E-30 SOM 9-63 49007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1963

SUBJECT: File R-19245
Grant of Easement
State Highway Commission to
R. E. McManus, et al.

To: Mr. Floyd Query, Secretary
State Highway Commission

B u i l d i n g

L

At the October 10, 1963, Commission meeting, Agenda Item 2-o (1), approval was obtained for granting an easement to R. E. McManus and wife, as part of a settlement of a disputed claim.

The written Grant of Easement was signed by the members of the Commission on October 10. Subsequently, the grantees' attorney, Robert R. Dickey of Medford, requested a minor change in the wording of the document.

Mr. Dickey request is that after the language granting the easement to Mr. and Mrs. McManus "husband and wife," the additional words "and their heirs, executors and administrators" be added. We see no reason why, from the State's standpoint, this request should not be granted. Accordingly, we are attaching hereto a revised easement, incorporating the above change, and ask that the signatures of the Commission be obtained at the November 20 meeting.

G. E. RCHDE
Assistant Counsel

GER:ks

Attachment

TFD
LLOYD P. SHAW

RECEIVED
DEC 2 - 1963
FOR FILING

Salem, Oregon
October 17, 1963

Agenda Item 2-o(1)

Mr. L. I. Lindas
Chief Counsel

RECEIVED

Attention: Mr. G. E. Rohde
Assistant Counsel

Attached for further handling is a fully executed copy of a Grant of Easement to R. E. McManus for a water pipe line or ditch over State property on Foots Creek, Pacific Highway in Jackson County.

A fully executed copy of the above easement has been retained in this office.

Secretary

rn
Attach: 1

FORM E-30 80M 8-62 43609

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1963

SUBJECT: Agenda Item 2-o (1)
October 10, 1963
COMMISSION MEETING

To: Mr. Floyd Query
Secretary

O f f i c e

In connection with the settlement of the McManus matter, which appears on the Chief Counsel's agenda, a Grant of Easement is to be signed by the Commission. Would you please have this signed along with the other papers to be signed by the Commission in the event this item is approved.

G. E. ROHDE
Assistant Counsel

GER:hg
Attachment

RECEIVED
JUN 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5834

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

NOTED
R. L. PORTER

June 25, 1963

Mr. William Deatherage
200 Cooley Theater Bldg.
Medford, Oregon

Mr. Robert Dickey
P. O. Box 521
Medford, Oregon

Re: McManus v. Houck
Evans Cr.-Rock Point Sec.
Contract #5834 (Foots Creek)

Gentlemen:

Following Mr. Dickey's recent contact with this office, we have reviewed this matter further with particular respect to the following matters: (a) the possibility of the State granting to Mr. McManus, in connection with a proposed settlement of this controversy, an easement for construction and maintenance of a ditch or pipeline to carry water from Foots Creek to Mr. McManus' storage pond; and (b) the extent of any monetary contribution by the State towards a settlement.

First, it must again be emphasized that the State admits no liability, direct or indirect, by way of indemnity or otherwise, to either Mr. McManus or to Roy L. Houck and Sons, Inc. Our only purpose in entering into discussions of a possible settlement is to avoid possible litigation by "buying our peace."

With the above in mind, it has been determined that while an easement suitable for Mr. McManus' purposes is a property right of substantial value, we can recommend that such an easement be granted by the State, subject to the conditions herein specified.

In this connection, we are thinking in terms of an easement, approximately 24 feet in width, which may be approximately located on the sketch map of the area in question, a copy of which was provided to Mr. Deatherage. We understand that Mr. McManus is speaking of an easement running roughly from point "D" on said sketch map, through point "C", and into Mr. McManus' pond at point "B", or the intake lateral leading thereto. A more specific description would, of course, have to be prepared before such an easement could be formally granted.

As to any monetary contribution by the State, we cannot, in addition to granting a valuable easement as outlined above, increase the sum of $500, which we previously indicated that we would be willing to recommend to the Commission as a reasonable contribution by the State toward settlement of this controversy.

Any participation by the State in a settlement of this matter would, of course, be subject to our receiving a full release as to this matter both from Mr. McManus et ux and from the Houck corporation. Also, it should be understood that final approval of any participation by the State can be given only by the Highway Commission. The next Commission meeting is not scheduled until July 18.

In view of the State's limited involvement in this controversy, we feel that the terms set forth above are entirely reasonable, and we do not feel that we could justify any substantial adjustment in those terms.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: R. L. Porter
F. D. Morgan
J. F. Putnam
G. E. Rohde
A. L. Chapman

RECEIVED
JUN 25 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1963

To: MEMO TO THE FILES

SUBJECT: McManus vs. Roy L. Houck & Sons
Evans Creek-Rock Point Section
Contract No. 5834 (Foots Creek)

Mr. Alan Johansen contacted me regarding subject matter and asked if the Construction Division had any opposition to allowing an easement across our gravel bar for the purpose of either a ditch or a water line to re-establish the water to the McManus property. As Mr. McManus has water rights to the creek, we cannot forestall his taking the water and as the Foots Creek is virtually depleted and the easement will in no way effect our utilization of the bar, the Construction office has no objection to a 25-foot easement for a ditch or pipe line. Mr. Johansen was so advised.

for J. F. Putnam
Assistant Construction Engineer

JFP:bjh

cc: R. L. Porter
L. P. Shaw

NOTED
R. L. PORTER

FORM E-30X—80M—10-62 44823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1963

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: McManus vs. Roy L. Houck & Sons
Evans Creek-Rock Point Section
Contract No. 5834 (Foots Creek)

B U I L D I N G

Under the above contract, our contractor was authorized to and did produce rock or gravel from a state-owned source adjacent to Foots Creek. R. E. McManus, a nearby property owner with a registered water right to take water from Foots Creek, claims that our contractor's operations disrupted his water supply.

McManus first contacted the Department, through his attorney, asserting a claim for damages. We advised him that under our contract any damage he had sustained was the responsibility of the contractor, Roy L. Houck & Sons, Inc. Subsequently, McManus and wife filed a lawsuit in Jackson County against the contractor.

Houcks' attorneys tendered the defense of the action to the Department, on the assertion that if they were held liable to the property owner, it was all the state's fault, in that we had impliedly warranted that we had good and clear title to the gravel bed. We refused this tender of defense.

Subsequently, Houcks' attorneys requested that we make a 50% contribution toward settlement of the land owner's claim. We indicated by letter of April 18, 1963, copy enclosed, that we could not recommend an outright 50% contribution, but that we would recommend payment of 50% or $500, whichever was the lesser.

On Friday, June 14, we were contacted directly by a McManus attorney, Mr. Robert Dickey, who advised that his client would accept, in settlement of the case, $3,000 cash, plus an easement allowing him to install a pipeline under the state gravel bed, to convey water from Foots Creek to his storage pond. In the pending lawsuit, McManus is claiming a total of $15,760 damages.

Mr. Dickey said he thought that the state should give McManus the easement, plus $1500 cash, in which case he was certain that Houck would contribute the remaining $1500. We advised him that we could certainly not recommend anything of that sort, since it would totally overlook the value of the easement.

As indicated in the attached letter, we believe it probable that McManus will collect nothing from Houck, but that even if he is successful in the pending lawsuit, that Houck could not recover anything back from the state. However, the question of liability in each instance is somewhat "iffy" and it is not inconceivable that we could eventually be held liable for the full $15,760 sought by McManus.

We believe, although this is not certain, that the proposed easement would be from about location "D" on the enclosed sketch map through location "C," and connecting with an intake lateral near the storage pond. It was our impression from the written report on this matter from A. L. Chapman, our Resident Engineer, that installation of a ditch or pipe in this area would not seriously interfere with our use of the property.

If this is correct, it is recommended that we extend a counterproposal to contribute such an easement, and $500 cash toward a settlement of this case, with any additional cash being paid by the contractor. We understand that Houcks' attorneys (who have been retained by his insurance company) have heretofore been adamant in refusing to contribute one cent more than the state's contribution. Hence, if any such counterproposal is to be made, we should probably assert that the easement requested is of substantial (although unspecified) value.

We advised Mr. Dickey that any offer whatever which we might make would be subject to approval by the Commission. The pending lawsuit is set for trial on July 1, 1963, and I understand that a further postponement is unlikely. Accordingly, it is hope that a decision can be reached by about June 20, as to what recommendation can be made to the Commission, if any.

Accordingly, we would appreciate the comments of the Construction Division as to the feasibility of granting an easement such as outlined above. In this connection, Mr. A. L. Chapman is quite conversant with this entire problem. We recognize that if we do grant such an easement, an appropriate description would have to be prepared. However, it is believed reasonably certain that if agreement in principle is possible, finalizing of a description can be postponed, if necessary, until after disposition of the lawsuit.

G. E. ROHDE
Asst. Counsel

AHJ:ks
attach.

RECEIVED
JUL 1 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 19 3

SUBJECT: McManus vs. Roy L. Houck & Sons

To: Mr. G. E. Rohde
Asst. Counsel

OFFICE

This is respect to the letter dated April 9, 1963, from Mr. McManus, in which he requests that a state engineer be sent up to take elevations of water tables, etc., to determine the feasibility of correcting his water problem. This letter was addressed to the State Engineer, referred by him to the State Highway Department, referred by Mr. Cooper to Mr. Shaw, by Mr. Shaw to you, and by you to me. It is to be noted that the terms of Mr. McManus' letter are sufficiently ambiguous that it is not entirely clear whether he intended this letter to go to the State Engineer, or to the State Highway Engineer.

In any event, you will recall that we have had some tentative communications with Houck's attorneys, with respect to the possibility of a contribution by the state, toward a settlement of McManus' claim. It appears that what Mr. McManus is now requesting, is some free engineering advice, in order to determine whether his problem can be corrected, and if so how much it will cost.

Since we are now in the position of being a possible participant in a cash settlement with Mr. McManus, it does not appear appropriate that we should also be advising him as to how much it will cost him to correct his water problem. This would seem to amount to advising Mr. McManus as to the amount he should receive in settlement of his claim.

It might or might not be considered that the State Engineer could, without getting into an awkward or embarrassing position, give Mr. McManus some technical assistance in determining what physical steps would have to be taken in order to remedy his problem. However, it seems that the Highway Department should not do so, and that neither state agency should be giving Mr. McManus any estimates of cost.

6-27 I was assured by Edge that Legal is taking care of this through contact with McManus attorney. Steve

After confirming by telephone that neither our Resident Engineer on this project (A. L. Chapman) nor Houck's attorneys have had any recent communications from McManus or his attorneys, I discussed this matter with Mr. Shaw, filling him in on the various demands, tenders of defense, etc. which have been made, and expressed generally the views set forth herein. He expressed the opinion that the Legal Division should probably take care of whatever response is to be made to McManus' recent letter.

It is my view that we should either: (1) advise Mr. McManus that we do not feel we are in a position to advise him on this matter, because of his pending litigation against our contractor, or (2) perhaps discuss the matter with the State Engineer to determine whether he can give Mr. McManus any assistance without getting the state into an awkward position.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Mr. Lloyd Shaw
Mr. L. I. Lindas

RECEIVED
JUN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

McKinney is attempting to find record of action on this file.
Geo Johnson 5-23-63 to Mary 29

5-17-63 - Rohde unable to recall details but thinks this matter was turned over to Johnson who is now absent from his office. He will check and advise.

ROHDE- 4-23

What is your position regards giving any assistance to McManus? Would it have adverse legal effect?
~~File~~ 5834 1-4-62, 12-18-61, 11-9-61, 9-22-61, 9-26-61
Contracts

Copy to Rohde

Contract File
Evans Creek - Rock Point Sec.
Pacific Highway

Respectfully referred to
State Highway Department
By State Engineer - 4/19/63

REFERRED TO
S.H.E.
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1963
STATE ENGINEER
SALEM

Forrest Cooper

Gold Hill, Ore
April 9, 1963

Dear Sir.

I am writing you in regards to my water rights on Foots Creek, that were destroyed by Houck & Sons taking gravel from Foots Creek.
No doubt you have a file on it. Seems your local office here has not authority to go too far in this matter.
I contend that the water can not be successfully restored. He has come up with a problem that bears looking into, but no facts.
In order to bear out the feasability of his plan it will be necessary to take an elevation of the water table now across to my pond to determine whether my pond would have to be dug deeper. I feel that I should have more facts about this case from your department.
Please advise if you can not arrange to have your local office send a man out with an instrument to go over this with me.

Yours truly.

R. E. McManus
P.O. Box 339 - Gold Hill, Ore.

RECEIVED
APR [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 1 - 1963
FOR FILING

I-2-1(1)4

5834

March 29, 1963

Roy L. Houck Sons' Corporation
1585 - 20th Street N. E.
Salem, Oregon

Re: Evans Creek-Rock Point Section
Pacific Highway
Contract No. 5834

Gentlemen:

During a meeting of last month, you asked for relief from liquidated damages assessed on the Evans Creek-Rock Point Section of the Pacific Highway, Contract No. 5834.

The matter has been re-examined and carefully appraised; and nothing was uncovered by this re-examination which would substantiate any change in workday charges. Consequently, the charges must stand as assessed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

GLD:bjh: ajw

FORM E-30 90M 3-62 43900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1963

SUBJECT: Evans Creek-Rock Point Section
Pacific Highway
Contract No. 5834

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

In the February 18 meeting with Roy L. Houck to discuss claims on various projects, the contractor's request on the Evans Creek-Rock Point Section of the Pacific Highway, Contract No. 5834, was for relief from liquidated damages. These damages as assessed, amounted to 16 days at $300.00 per day for $4,800.00.

The contractor alleged his plans were to place the guardrail ahead of surfacing to avoid liquidated damages, and that, because of strike, his subcontractor (R & M) was unable to accomplish this.

The circumstances surrounding the strike have recently been re-examined by Division personnel and copies of reports from A. C. Chapman and L. R. Chandler are attached. Nothing has been uncovered by this re-examination which would substantiate any change in workday charges.

A rough draft of letter to Houck and Sons', conveying this decision, is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachments

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 4, 1963

SUBJECT: Contractor's Claim
Evans Creek-RockPoint Section

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Att: G. L. Decker

Replying to your teletype No. 18 of this date, with regard to data on workday count on the Evans Creek-Rock Point Section, I enclose Mr. Al Chapman's report just received. In this report, Chapman relates the circumstances as to the count as affected by the strike. On paragraph 2, he states that the contractor continued his operations but for the duration of the strike no workday charges were made. This was on the basis that 43% of the work remaining at that time was on the R & M subcontract.

Mr. Chapman and Mr. Morgan allowed 4 days for the subcontractor to get organized, two of these being Saturday and Sunday. This should have been enough. Other and larger operations were well underway within that time.

At the conference with Mr. Houck, one member of the firm stated that they were required by Mr. Chapman to put their guard fence in after the shoulder paving was completed. Chapman advises that this is not correct, that he never told any member of the Houck firm that they must put the posts in for the guard fence either before or after the paving of the shoulders. He did, however, warn them that if the paving was placed before the posts and the paving was then heaved by the installation of the posts that pavement would probably have to be replaced.

I believe that the charge of the workday should not be changed.

L R Chandler

L. R. Chandler
Division Engineer

LRC:ds
attach.

CONSTRUCTION DIVISION
RECEIVED
MAR 5 1963

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
March 1, 1963

SUBJECT: Roy L. Houck Sons' Corporation
Claim on Contract 5834
Evans Creek - Rock Point Section

To:
L. R. Chandler
Division Engineer
Roseburg, Oregon

Work on this project was first affected by the strike of The Hoisting and Portable Engineer's Union on Monday A.M. July 31st, 1961. At this time R & M Construction Company, as a member of the A.G.C. was forced to suspend all work on this project, the alternative being pickets on the job which would shut down all operations.

The contractor continued his operations but for the duration of the strike no work day charges were made.

On Friday, August 11th we received word that the strike had been settled and R & M Construction Company could proceed with their operations the following Monday as far as the union was concerned. I contacted Mr. John Robison and he said he would need about four days to get organized. Thinking he was counting Saturday and Sunday as the first two of these four days and realizing he needed some time to re-organize I agreed not to charge work days until Wednesday, August 16th, 1961.

However, on Monday A.M. Mr. Robison contacted me saying he had not received official word of the strike settlement until early that Monday morning and he needed the full four days from Monday to re-organize. To this I did not agree and again told him work day count would start on Wednesday as previously discussed. I contacted Mr. Morgan, then Division Engineer, and he agreed the four days including only two work days were ample for re-organizing and work days were charged again starting Wednesday August 16th.

R & M Constuction Company did not start operations until Friday, August 18th, using the full four work days for which he had asked. The contractor, on August 26th, submitted a protest of work day charges for Wednesday and Thursday August 16th and 17th. As I could see no reason for changing my opinion I recommended this claim be disallowed.

Previously, on August 3rd, 1961, the contractor had filed a protest of work day charges for five work days from July 24th to 28th inclusive claiming the Hoisting and Portable Engineer's strike stopped the operations of their sub contractor. As R & M Construction Company, the only sub contractor on this project, worked all five of the protested days and their work was in no way affected by the strike this claim was also disallowed.

Referring to the third paragraph in your letter we have determined that R & M Construction Company was not working on another Houck project during the disputed time. In fact we can find no evidence they were working at all except on equipment repairs etc. at their shops in Central Point.

A. L. Chapman
Resident Engineer

RECEIVED
APR 9 - 1963
FOR FILING
5834

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1963

To: MEMO TO THE FILES

SUBJECT: Roy L. Houck Sons' Corp.
Claims on Contracts 5478,
5592, 5762 and 5834

On February 13 a meeting was held in the Construction Engineer's office for the purpose of discussing contractor's claims on the four subject named projects. The following were in attendance:

For Contractor	For State
Roy L. Houck Sr.	Lloyd Shaw
Roy L. Houck, Jr.	F. D. Morgan
Carlos (Cub) Houck	L. R. Chandler
James Houck	R. D. Asburry
Orville Thompson	Fred Klaboe
	A. H. Johansen
	A. V. Benedict
	H. N. Hoover
	W. E. Maltby
	G. L. Decker

Contract No. 5478 - Halsey Interchange-Lane County Line
Pacific Highway

On March 5, 1962, a previous meeting with the contractor was held to discuss the four separate items in this claim. By letter of May 2, 1962, a basis for settlement was offered the contractor, with no allowance for claim 2, cost of bringing stockpiled rock to Oregon State Highway standards. 946 cubic yards of rock are involved. The contractor, in the present meeting, agreed to a deduction of 50 cents per cu. yd. (what he sold it for) from the costs, and it was agreed to process the claim on this basis. Contractor to furnish specific data for check.

NOTED
LLOYD P. SHAW

Contract No. 5592 - McKenzie River-Willamette River
Pacific Highway

This claim as originally submitted in the spring of 1962 consisted of 21 items, including $10,500.00 for liquidated damages. In this meeting the contractor pointed out that the rather elaborate detail was to bring forth the added difficulties of working under traffic (section opened to traffic November 10, 1960, before completion). In actual added costs, it was the contractor's contention this amounted to approximately 10% of all unfinished work, including cost of materials. Previous recommendations had been to reject the claim in its entirety for the lack of common grounds for determination of settlement. The contractor was advised the reaction of the Commission would be required before any further action.

Contract No. 5762 - S.W. Lowell St.-S.W. 11th Ave. Unit
Pacific Highway

This project was also opened to traffic before completion. A claim has been submitted by the contractor and he has verbally stated more will follow. Complete analysis will wait until all claims are in. A considerable difference of opinion developed regarding actual increases of travel time for construction equipment as a result of opening this section to traffic. Resident Engineer Maltby and Jim Houck are to resolve this by actual trips together over the questioned routes. In addition, to effected cost from traffic the contractor will ask for relief from 21 days liquidated damages ($5,250.00) and the extra cost of Public Liability Insurance.

Contract No. 5834 - Evans Creek-Rock Point
Pacific Highway

Claim here is for relief from liquidated damages. Contractor had planned to place guardrail ahead of surfacing in effort to avoid liquidated damages. Subcontractor (R & M), because of strike, was unable to accomplish this. Division is to check all circumstances surrounding strike, particularly how long it actually took for R & M to reorganize. Upon receipt of Division report, some recommendation will be made on this claim.

The contractor has expressed his intent to seek court settlement on all four projects providing other negotiations fail.

G. L. Docker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd P. Shaw
L. R. Chandler
Fred Klaboe
R. D. Asburry
Alan Johansen (Legal)

RECEIVED
FEB 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 17 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 16, 1963

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Oregon State Highway
Contracts No. 5592, 5478,
5834, 5762

Dear Mr. Houck:

Your letter of January 7, 1963, requested a meeting to evaluate certain claims by your corporation for work performed on Oregon State Highway Contracts No. 5592, 5478, 5834 and 5762.

This will confirm our telephone conversation of today wherein 9:00 o'clock A.M. on February 13, 1963, in the office of Mr. Frank Morgan, Construction Engineer, was agreed upon as a time and place for this meeting.

Very truly yours,

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd P. Shaw
L. I. Lindas
F. B. Klaboe
L. R. Chandler

NOTED
LLOYD P. SHAW

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

PMT RSP 133 1-11-63, 11 45

LLOYD P. SHAW

RE YOUR TT NO. 108 THIS DATE. HAVE NO REASON FOR SPECIAL PREFERENCE FERXANYXOF THE GIVEN DATES EXCEPT I
BUST

Allowed Delivery

PMT RS- 133 1-11-63 11 45

LLOYD P. - A

RE YOUR TT NO 108 THIS DATE.

HAVE NO REASON AT THIS TIME, FOR SPECIAL PREFERANCE FOR ANY GIVEN DATE EXCEPT THAT DAYS OTHER THAN MONDAY OR FRIDAY ARE EASIER TO GET. IF POSSIBLE ALL OFXNEXTX THE WEEK BEGINNING JANUARY 21 (MORRISON-KNUDSEN CASE. VERY NICE IF IT COULD BE DONE THEN.

L P CHANDLER
LP 03.

.RSN
RSP

EMT 108 1-11-63 9:13A

L R CHANDLER

J. E. HOUCK IS REQUESTING A MEETING TO CONSIDER CLAIMS AGAINST SEVERAL PROJECTS. CONTRACTS NO. 5592 AND NO. 5834 WOULD BE OF INTEREST TO YOU. MR. MORGAN HAS FIVE DAYS IN THE MONTH OF FEBRUARY IN WHICH HE WILL BE FREE. THEY ARE THE 4TH , 5TH, 13TH, 14TH, AND 15TH,. MR. KLABOE WOULD PREFER THAT THE MEETING BE HELD ON SOME DAY OTHER THAN THE 4TH. WILL YOU EXPRESS YOUR CHOICE AS TO ONE OF THE REMAINING DAYS. PLEASE ADVISE ME AS SOON AS POSSIBLE THAT I MAY RELAY THE INFORMATION TO MR. HOUCK.

))96S O. SHAWXX LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

ADM
SHA.

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

10M—5-62
State Printing 49643

OREGON STATE HIGHWAY DEPARTMENT

Interdepartment Teletype Message

To Station RSB from Station AdM No. ..... Date 1-11-63 Time .....

L. R. CHANDLER

J. E. HOUCK IS REQUESTING A MEETING TO CONSIDER CLAIMS AGAINST SEVERAL PROJECTS. CONTRACTS NO. 5592 AND NO. 5834 WOULD BE OF INTEREST TO YOU.

MR. MORGAN HAS FIVE DAYS IN THE MONTH OF FEBRUARY IN WHICH HE WILL BE FREE. THEY ARE THE 4TH, 5TH, 13TH, 14TH, AND 15TH. MR. KLABOE WOULD PREFER THAT THE MEETING BE HELD ON SOME DAY OTHER THAN THE 4TH. WILL YOU EXPRESS YOUR CHOICE AS TO ONE OF THE REMAINING DAYS. PLEASE ADVISE ME AS SOON AS POSSIBLE THAT I MAY RELAY THE INFORMATION TO MR. HOUCK.

Reply Requested ( )

Signed Shaw

LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

Shaw

Roy L. Houck Sons' Corporation
HEAVY CONSTRUCTION CONTRACTORS
1585 20th Street N.E.
Salem, Oregon

January 7, 1963

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Re: Oregon State Highway
Contracts 5592, 5478, 5834, 5752.

Dear Sir:

At our meeting on December 14, 1962 you advised us that a meeting with Mr. Rod Porter and representatives from the State of Oregon Legal department and our corporation would be held to evaluate the reimbursement of our expenses for work performed on the above mentioned contracts.

Since the statutory time limit for the settlement of these claims is nearing expiration, we again request this meeting.

We have exercised good faith with the Highway Department in attempting to negotiate the settlement of this matter, however if you continue to ignore this matter we will be forced to legal recourse.

Since our last discussion I have acquired a heavy schedule to make available the highway between Cottage Grove and Goshen to the motoring public and request this meeting be set up for early February.

Very truly yours,

J. E. Houck

JEH/aa

cc: Mr. Forest Cooper
Mr. Rod Porter

Morgan and the three Division Engineers contacted as to acceptable date - Only Klaber and Morgan had any dates - Dates acceptable are Feb 5, 13, 14, 15

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JAN 9 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 9 - 1962

OREGON STATE HIGHWAY DEPARTMENT

TABULA

SHEET 1 OF

FOR FILING

Rock Point

5934

		1	6+00		9.2"	1.4
		2	6+50		9.5"	1.9
		22	9+00	SB	8.7	2
		23	60+00	"	9.4	1.2
		24	675+00	"	7.8	2.2
		25	749-93	"	7.8	2.1
		26	760+00	NB	8.1	1.1
		27	770+50	"	9.4	2.6
		28	790+00	"	8.1"	1.1
	1	29	9+75	"	7.8	2.2
	6-24-61	4	564+00	NB	8.0	
	"	5	553	NB	9.2"	2.7
	"	6	540+50	SB	8.1	
	"	7	561+50	SB	7.8'	2.5
	"	8	620+45	SB	7.9"	2.7'
	"	9	640	SB	8.0"	none
	"	10	709+53	SB	7.8"	2.2'
	6-7-61	11	745+50	SB	7.9"	2 wires 2.3
	"	12	790+00	" "	8.1"	2.3
	"	13	814+95	NB "	8.1"	no wire
	6-7-61		760 NB		8.2	
	"		760+25	NB	8.0	
	6-[illegible]-61	V.P. 3	629+40	NB	8.6"	2.3

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FORM E-30 SCM 3-61 34397
I-5-1(9)44
5834

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 5, 1962

SUBJECT: Evans Creek-Rock Point Section
Pacific Highway
Contract 5834

To: Tom Edwards
Assistant State Highway Engineer
Salem, Oregon

Herewith report from Glen L. Clark, Division Traffic Engineer, on the signing meeting which he held recently with residents of the area between Rock Point and Homestead bridges. Mr. Lammert, District Maintenance Superintendent, was also present.

While Mr. Clark is somewhat optomistic about satisfying these people, it is my belief that a few of them will never be satisfied until they are prosperous, which was not necessarily the case before the opening of the freeway.

Mr. Clark advised them that the "Gas, Food and Lodging" temporary sign would be removed; that a sign with a message "Rock Point" would be placed, and that one fingerboard could be installed. I believe this was the proper approach and recommend that these be done.

L. R. Chandler
Division Engineer

LRC:ds
encl.
cc: Glen L. Clark

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SEP - 6 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1962

SUBJECT:

5934

To:

Mr. F. B. Crandall
Traffic Engineer
DEPARTMENT

We finally cleared up the signing revision on the Evans Creek-Rock Point section, Contract #5834, as outlined in your letter of January 3, 1962. You request to be advised of the disposition of the salvaged Sign No. 6. Please be advised this has been stored at our new Central Point sign shop.

W. O. Widdows
Assistant Maintenance Engineer

WOW:nk

cc Mr. Tom Edwards
Mr. L. R. Chandler
Mr. I. A. DeFrance

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AUG 17 1962
STATE HIGHWAY ENGINEER

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1962
FOR FILING

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GLENN L. JACKSON, CHAIRMAN
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 2, 1962

Mr. James E. Houck
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Evans Creek-Rock Point Section
Contract No. 5834

Dear Mr. Houck:

Reference is made to your letter of June 20, 1962, enclosing a claim in the total amount of $351.27 for standby time on equipment. The State of Oregon does not recognize as legitimate any claims for standby time on idle equipment. Furthermore, we are informed by the Division Engineer that the reason that this standby time was necessary was that you elected to postpone the work involved in removing an 84-inch pipe until such time as all other work for the equipment utilized had been completed. This delay in removing the 84-inch pipe was made contrary to an agreement between members of your organization and of ours, and our Resident Engineer objected strenuously to your method of operation. Under the circumstances, we feel that this claim has no merit.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FDK:bjh

cc: R. L. Porter
L. I. Lindas
L. R. Chandler

RECEIVED
AUG 2 1962

RECEIVED
JUN 18 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Torrey Cooper
State Highway Engineer
Salem, Oregon

E434

DATE: June 13, 1962

FROM : T. Dec, Assistant Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-5-1(9)44, Evans Creek Rock Point Section of the Pacific Highway, Contract No. 5834

Final inspection of the above project was made on April 18, 1962. Inasmuch as all work had been completed on the day before, we are making that day, April 17, 1962, the date of our acceptance of the project.

Young
Morgan

original To Morgan
Copy To Young
6-18-62

RECEIVED
JUN 2 1962
FOR FILING

FORM E-30 50M 8-61 36691

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

June 5, 1962

5824

To: Tom Edwards
Asst. Highway Engineer
BUILDING

SUBJECT: Adjustment of Signing
Homestead on the Rogue Interchange
Interstate 5

You requested a few days ago that we determine the status of the sign revision at the subject location wherein we are changing the "US199 - Redwood Highway" designation and adding the "Rogue R. Hwy. and Foots Creek" designation along with the "US99" route shield. Mr. Widdows has had this material on order for sometime and we only recently determined that the manufacturere had processed the material and had it stock piled in Los Angeles but would not deliver it to the Foress Company in Corvallis until they had made a cash deposit.

When the matter was checked out with the Department of Finance by Mr. Widdows' office they gave the Foress Company five days from May 31 to deliver the material or they were cancelling their low bid and would immediately award it to the second low bidder who advised that the material would be delivered within ten days to two weeks after he has received the bid. It can be presumed from this that by the latter part of June the new signs should be fabricated and in place.

This project has not been finally accepted from the contractor. It is presumed that we could accept the signs in question and proceed with the revisions.

F. B. Grandall
Traffic Engineer

JAH:tm
cc: W. O. Widdows
L. R. Chandler

NOTED
TOM EDWARDS

RECEIVED
JUN 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 100M 4-62

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MAY 21 1962
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COMMISSIONERS
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MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon
ATTENTION: Mr. F. Mills

Re: Evans Creek-Rock Point Section
Project No.: I-5-1(9)44

Gentlemen:

On May 11, 1962, you requested a report concerning the results of the AC Compaction tests taken on this project. At that time you informed us that 17 out of 33 tests taken failed to meet our standard specifications.

We have had a report from Resident Engineer Chapman and from Assistant Division Engineer Putnam which, we believe, will clear up the matter. Copies of these reports are enclosed. After studying these reports please advise whether or not you will need any further information concerning the matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

encs.

FBK:bjh

cc: R. L. Porter
L. R. Chandler

NOTED
R. L. PORTER

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-30 5M4 6-61 20461

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 17, 1962

SUBJECT: Assignment No. 145-K
AC Compaction Tests
Evans Creek-Rock Point

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: F. B. Klaboe

Attached hereto is a copy of a report submitted by A. L. Chapman concerning the lack of compaction on AC material on subject project. The areas have been rerolled and additional cores have shown the material to meet specifications with the exception of one failure which was rerolled but for which we have no compaction test. If further information is needed, please advise.

J. F. Putnam
Ass't Division Engineer

JFP:lf
Attach.

CONSTRUCTION DIVISION
RECEIVED
MAY 21 1962
NOTED- ☐ CE ☐ ACE ☐ ACE ☐ COE

FORM E-90 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
May 16, 1962

SUBJECT: AC Compaction Tests
Evans Creek - Rock Point

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

Attention: J. F. Putnam

We started A.C. paving on this project on August 8th, 1961. At that time we had considerable trouble with the contractor getting the rolling we thought necessary as a result I asked for compaction tests at once but as Mr. VanPelt was busy on other jobs did not get tests until August 16th.

Three of these five tests failed to pass specifications and when we showed these tests to Mr. James Houck we were able to get the rolling we wanted. We also ordered all areas where tests failed re-rolled. The contractor, however, re-rolled only the base lifts at this time pleading insufficient equipment to do this work and keep the plant running.

On August 24th and 31st Mr. VanPelt took ten more tests for compaction and these all passed specifications except one that was taken on pavement laid before we secured additional rolling. On the strength of these nine tests we believed we were getting good compaction and completed the project paving accordingly.

On September 6th and 12th after completion of the A.C. paving 18 additional tests were taken, 13 of which failed to pass compaction tests. These tests were taken without my knowledge and several were taken on pavement which had failed the August 16th tests and had not as yet been re-rolled.

The contractor re-rolled all sections of the A.C. paving which had failed to pass compaction tests between September 12th and September 25th. On the latter date 6 tests were taken on the re-compacted material and five showed compaction O.K. The one failure was on the north bound inside shoulder and this entire shoulder was re-rolled after the September 25th test results were received.

It is interesting to note that while less than 30% of the A.C paving on this project was laid on the shoulders, 24 of the 33 original tests were taken on the shoulder areas.

A. L. Chapman
Resident Engineer

RECEIVED
MAY 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 2, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street N. E.
Salem, Oregon

Re: Evans Creek-Rock Point Section
Pacific Highway
Contract No. 5834

Dear Mr. Houck:

Reference is made to the meeting held in the Construction Department offices between members of your organization and members of the State Highway Department on April 24, 1962. At this meeting you presented a claim in the total amount of $4,800.00 for liquidated damages assessed due to the non-completion of the project within the specified time. We did, in fact, assess 16-days liquidated damages at $300.00 a day for a total assessment of $4,800.00.

On September 5, 1961, you presented us with a request for an extension of time in the total amount of 30-days. This request was denied by the Oregon State Highway Commission on October 20, 1961.

Your submission in support of your claim does not contain any new information. Since we have already made a careful analysis of the same submission and decided that an increase was not warranted, we must deny the claim on this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. H. Young
L. R. Chandler

RECEIVED
MAY 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1962
FOR SIGNATURE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

5824

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 27, 1962

Mr. C. G. Milk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

I hand you herewith three sketches of the comparison of vehicular traffic on the Evans Creek-Rock Point Section of I-5 before and after it was opened to traffic.

This submission is in accord with our usual practice of advising you of the before and after traffic volumes on newly completed sections of highway.

Very truly yours

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS
Tom Edwards
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
G. S. Parson
R. L. Porter
P. M. Stephenson
V. D. Wolfe ✓
F. B. Crandall
F. D. Morgan
L. R. Chandler

RECEIVED
ADMIN
PERSONNEL AND
PUBLIC RELATIONS

NOTED
V. D. WOLFF

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

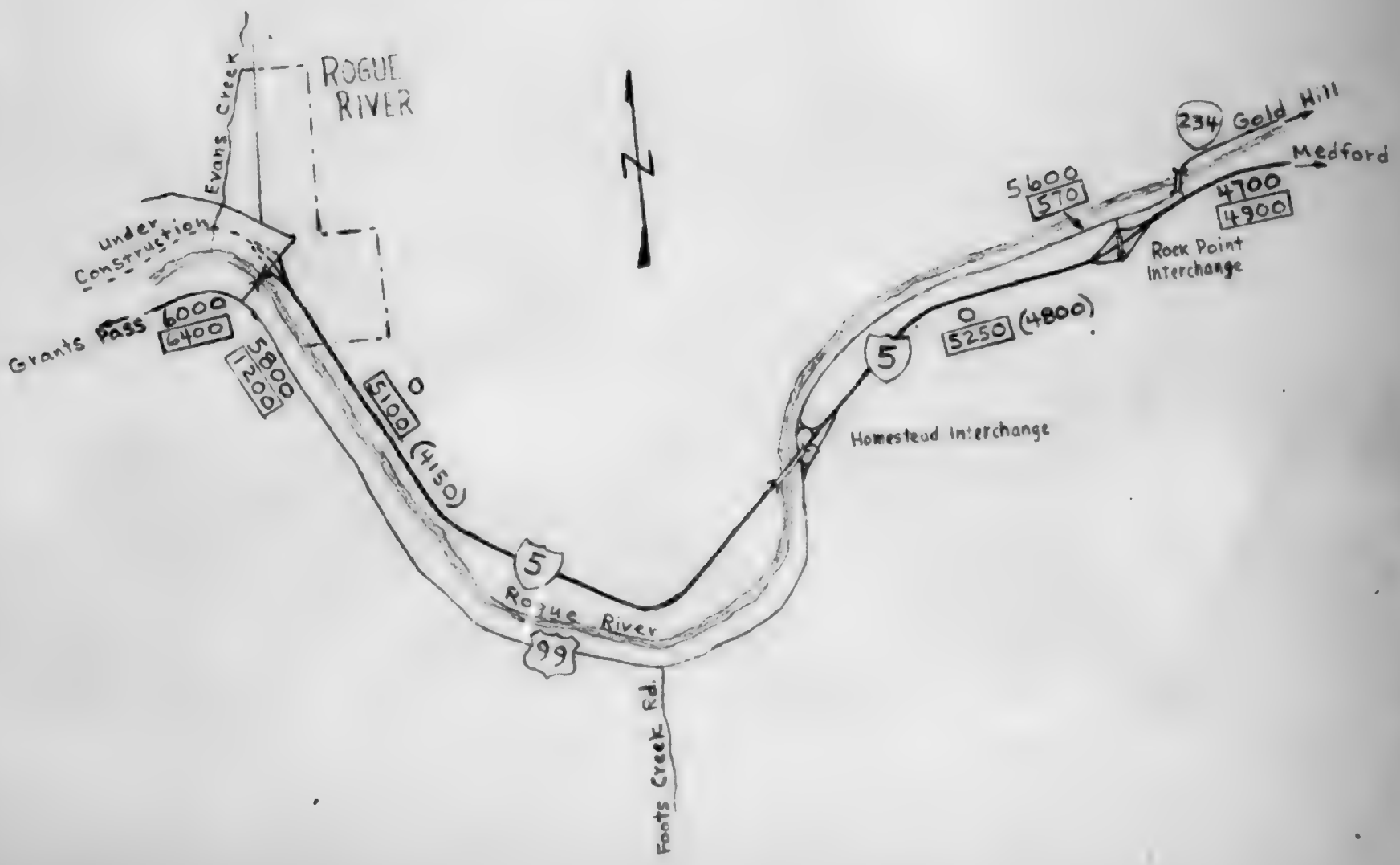
COMPARISON OF VEHICULAR TRAFFIC, EVANS CREEK - ROCK POINT SECTION BEFORE AND AFTER CONSTRUCTION OF PACIFIC HIGHWAY I-5

LEGEND

100 1960 ADT BEFORE CONSTRUCTION
[100] 1961 ADT AFTER CONSTRUCTION
(100) ESTIMATED 1958 ADT

OPENED TO TRAFFIC SEPTEMBER, 1961

April, 1962



RECEIVED
APR 2 1962
FOR FILING

I-5-1(9)111

5834

March 27, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5834, awarded to Roy L. Houck Sons' Corp., for grading-paving-structure-signing on the Evans Creek-Rock Point Section of Pacific Highway in Jackson County.

This contract was completed on October 4, 1961, but has not as yet been accepted by the Commission. Final payment in the amount of $47,442.91 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,590,226.21, of which amount $8,008.94 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

RECEIVED
MAR 28 1962
FOR FILES

FORM CO-121
(9-22-58)

UNITED ST ES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

DATE: March 26, 1962

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

5834 Other

FROM : C. G. Poin, Division Engineer
Salem, Oregon

SUBJECT: Evans Creek Rock Point Section of the Pacific Highway
Project I-5-1(9)44, Contract No. 5834, Jackson County

Reference is made to your letter of March 15, 1962 concerning acceptance of the subject project.

Final inspection of this project has been delayed until the signing is satisfactorily completed. As of March 20th, Mr. Norton, your resident bridge engineer, had not accepted the signing portion of the project. Some of the work to be done includes replacing defective panels, changing the background yellow on some of the signs, and completing the painting of the metal posts of the signs.

NOTED

RECEIVED
MAR 16 1962
FOR FILING
5834

March 15, 1962

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Acceptance of Project

It is requested that we be advised by letter the date of acceptance by the Bureau of Public Roads of the following project:

Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, paving, structure widening and signing, Project No. I-5-1(9)64, State Contract No. 5834.

If the project has not been accepted by the Bureau of Public Roads, please advise us of the conditions necessary for your acceptance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

FORM CD-121
(9-22-59)

UNITED ST. ES GOVERNMENT

Memorandum

File

S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 6, 1962

5834

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-5-1(9)44 Signing Changes
I-5-1(22)50
I-5-1(23)28
I-5-1(33)36

Mr. Morgan's letters, dated March 2, requested our approval of various changes in the contract signing on the subject projects. These changes were outlined on contract plan sheets attached to each submission.

This office concurs with the changes as outlined; however, the proposed changes suggested for Signs 10 and 13, plan sheet S 139, Project I-5-1(9)44, may present a confusing situation to a stranger in the area. It is recommended that this sign be changed to read " To US 99 " rather than " To Rogue R. Hwy ".

Edwards
Morgan

MAR 7 1962

RECEIVED
MAR 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 5 1962

FORM S-188-X 50M 8-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Signing Revisions
Evans Creek-Rock Point Section
Pacific Highway
Project No. I-5-1(9)44

Dear Mr. Polk:

We are sending to you herewith revised detail sheets for the signing on this project. Your approval of these proposed changes is requested.

These changes have been discussed with Mr. Brooks of your office.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

encs.
CHB:bjh

cc: R. L. Porter
F. B. Crandall

RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1962
FORM E-80X 80M 7-60 29306
FOR FILE

I-5-1

4/2/11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

February 26, 1962

SUBJECT: Bureau Approval of
Signing Revisions
Evans Creek-Rock Point Section
Pacific Highway No. 1 (I5)
Contract No. 5834

To:

F. D. Morgan
Construction Engineer
B U I L D I N G

Attached are two sets of plans showing signing revisions on the above mentioned section of Interstate route 5. Mr. Edwards approved these changes, to be implemented by State Forces, on January 3, 1962.

Since this project is still under contract, the revisions are being held in abeyance. They will not be completed until such time as the project is granted final acceptance.

In the meantime we are requesting that you transmit the two attached plans to the Bureau for formal approval. It should be mentioned that we have received the Bureau's preliminary approval.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LEG:mgm
Attachment
cc: Tom Edwards
W. O. Widdows

RECEIVED
FEB 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 9, 1962

Section Evans Creek - Rock Point

Kind of work Grading, Paving, Structures & Signing

Highway Pacific County Jackson

Section prefix 615-1081

Contractor Roy L. Houck Sons' Corporation

Contract number 5834

Date of contract January 27, 1961

Specified work days 123

Date work started January 30, 1961

Work days used 139

Project authorization $1,761,453.62

Per cent of time elapsed 113 %

Exclusive of engineering $1,636,194.70

Estimated cost of completed project, exclusive of engineering $1,597,536.25

~~Estimated~~ per cent ~~overrun~~ underrun . . . . . 2.4 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $125,258.92

Engineering cost to date $88,000.00, 70.3 %

Date project was completed October 4, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office party completes semi-final estimate and transfers same to Divison Office.

Contractor still has shop buildings to remove from Foots Creek Bar, and stock pile site to be cleaned up and shaped at Homestead. Sub-contractor has some minor revisions to make in the signing.

NOTED
Kenn R. Wells

RECEIVED
FEB 12 1962
K
B.E. ROSEBURG

Signed R. L. Chapman

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

AC Paving

	GRADING	SURFACING	MAINTENANCE MATERIALS	[illegible]	PAVING
Miles in project	1.02	5.88		5.88	5.80
Miles partially completed					
Miles completed	1.02	5.88		5.88	5.80
Total estimated quantities (contract)	161,000	335,000		25,100	165,000
Total quantities corrected to date	209,842	342,000		25,600	161,000
Estimated quantities moved or placed to date	209,842	342,000		25,600	161,000
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Foggy-Fair		
Tuesday	Overcast		
Wednesday	Showers		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED

FOR FILING

5924

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1962

To: Mr. G. E. Rohde
Acting Chief Counsel

Office

SUBJECT: Damage Claim
McManus Property
Foots Creek Gravel Source
Josephine County

This will confirm my verbal report of a telephone call which I received from Medford Attorney Stanley Jones at 11:30 a.m. on Wednesday, January 3.

Mr. Jones stated that he had conferred with Commissioner Glenn Jackson relative to a claim on behalf of his client, Mr. McManus, whose ownership abuts our Foots Creek gravel source. He stated that Mr. Lindas had told Commissioner Jackson and him that the State had no liability in the alleged disruption to his client's property. I assumed his statement to be correct, since I had heard Mr. Lindas express the same view to Mr. Paxson.

Mr. Jones stated further that Commissioner Jackson had asked him to call me (which seems peculiar with the entire legal staff available) and asked that a letter be written which would reiterate no liability on the part of the State in this matter and also set forth our reasons for this determination. He stated that Mr. Jackson had asked that we call him if there is any question in the matter. The vowed intent expressed by Mr. Jones was to sue Roy L. Houck and Sons Corporation and not to join the State of Oregon in the suit in the event that we felt no legal responsibility.

This situation is probably a very awkward one in the absence of Mr. Lindas, and I am asking if you will discharge our obligation in this matter in whatever way you deem best. My knowledge of Mr. Lindas' thinking in the matter is negligible. If you think it advisable, I shall call Mr. Jackson to confirm his desire that our defense be revealed in a letter to Mr. Jones and, secondly, to attempt to clear myself of any continuing responsibility in a situation in which I can serve no apparent useful purpose.

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg
cc Mr. G. S. Paxson

NOTED
G. S. PAXSON

FORM E 20X—50M—6-61—30682

FOR FILING

5234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 3, 1962

SUBJECT: Signing Revision
Evans Creek-Rock Point Section
Pacific Highway No. 1 (15)
Contract No. 5834

To:

W. O. Riddlesa
Assistant Maintenance Engineer
Highway Shops

Revision of signing on the above named section, as shown on the attached drawings (S-139, S-140, and S-141), is to be made to produce agreeable destination signing and to provide route designation for existing alignments. Revisions in the steel supports for the respective signs are to be made as shown on the attached cross sections taken at the sign locations. The addition of new wood posts or manipulation of existing wood posts required to accomplish this work has been left for your discretion.

This project was approved by Mr. Edwards on January 2, 1962. The estimated cost of this sign revision is $350 and should be charged against a State Force Work Order. Through a carbon copy of this letter, I am requesting the Division Office to initiate this State Force Order as a non-participating item under the existing contract.

At such time as the revision is completed, would you please notify this office, especially with respect to the disposition of salvaged sign #6 on T.E.D. Drawing No. S-140.

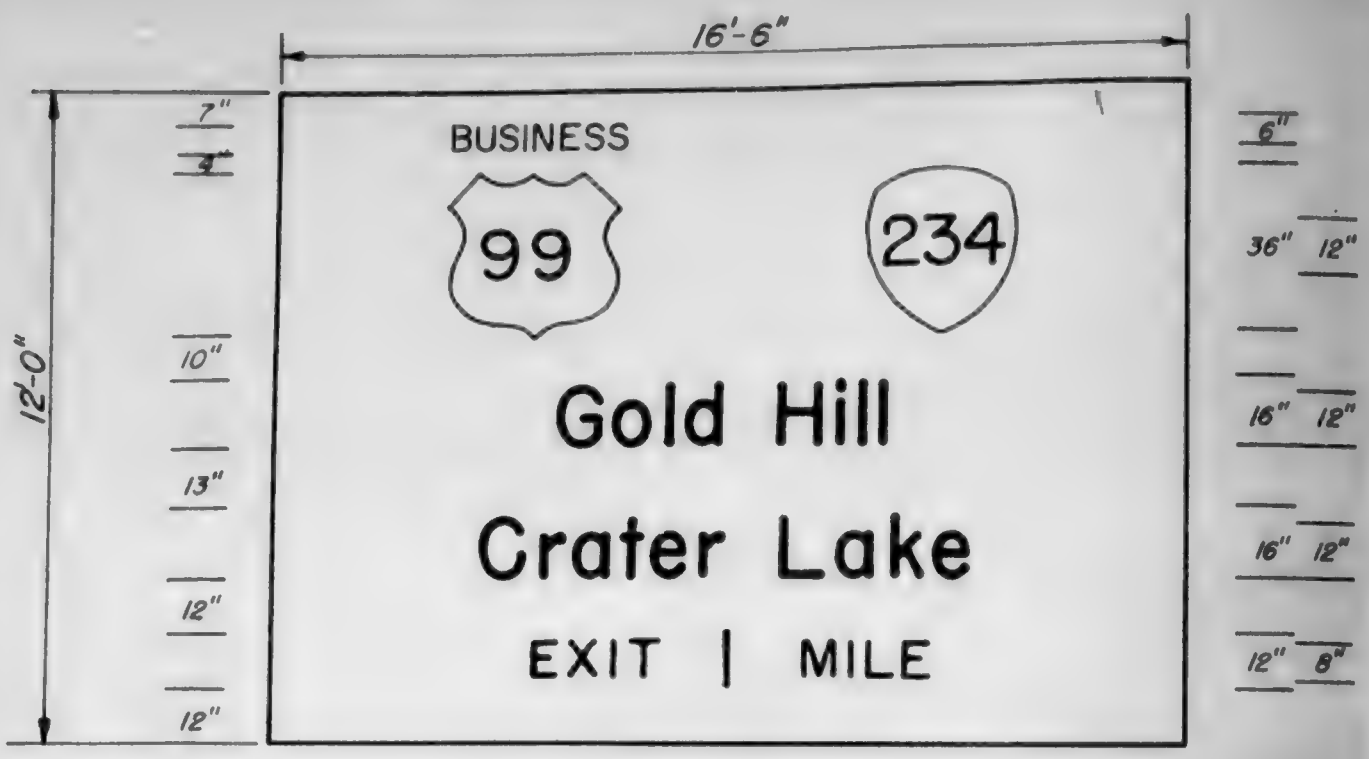
Originated by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

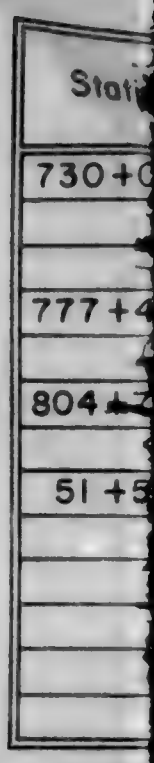
MJD:mm
cc: Tom Edwards
Frank Morgan
L. H. Young
I. A. DeFrance
L. R. Chandler
R. L. Lamar
Attachments

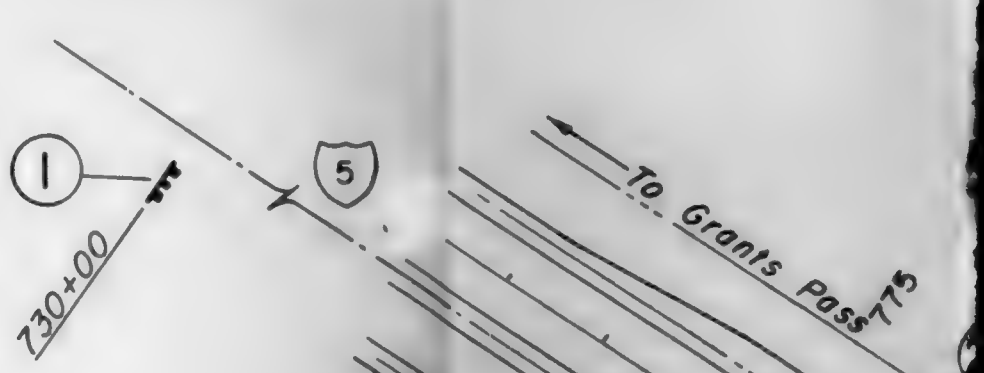
NOTED
TOM EDWARDS

RECEIVED
JAN 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER



Sign (1)
Type "A"





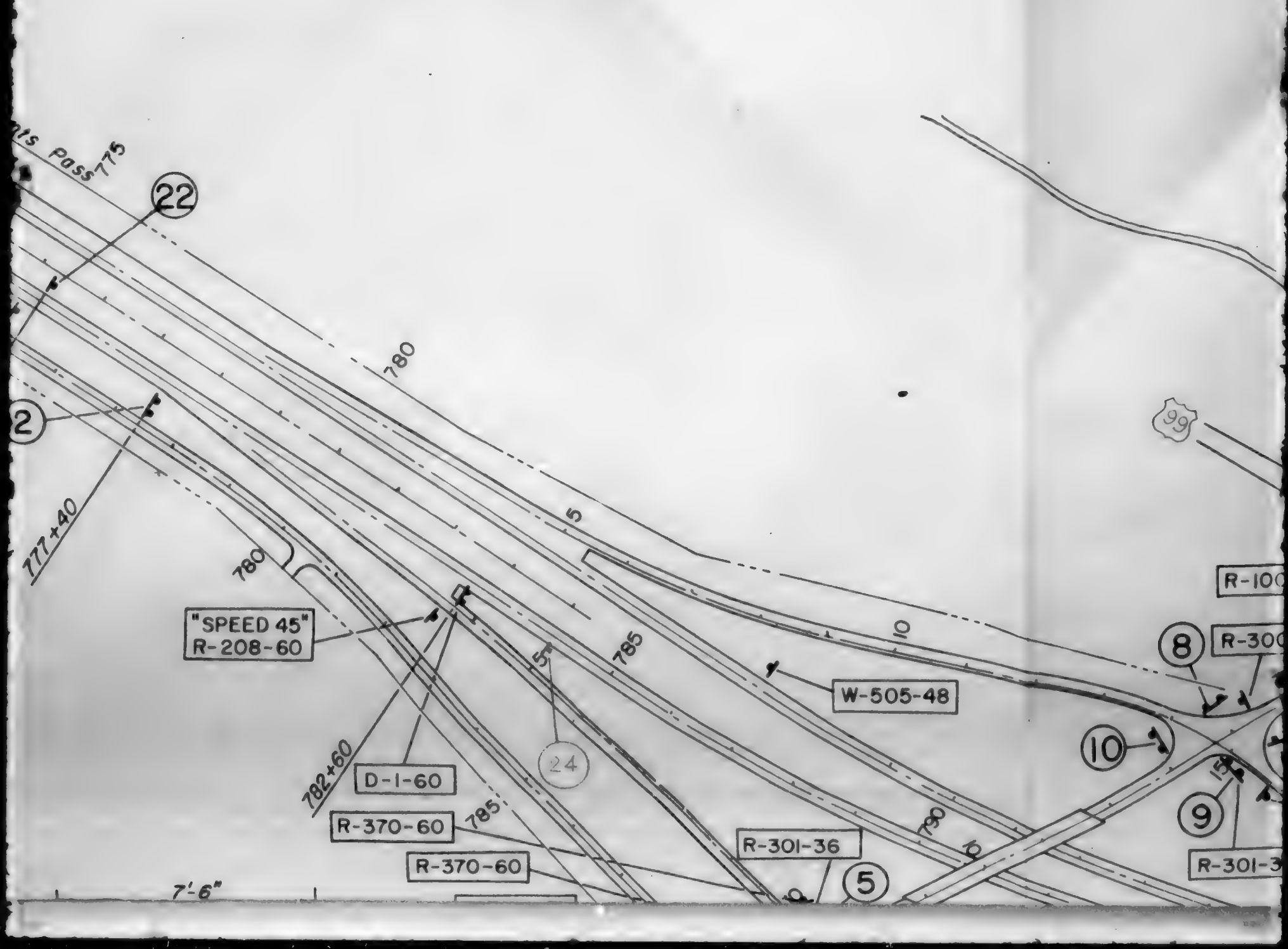
Sign (2)
Type "A"

Post Stubs

Station	Sign No. & Post Location [1]	Size and Type	Length [2]	Spacing	Finished Height Above Pave. Edge	Dist. from Edge of Shoulder to Stub
730+00 R	1-L	8"x8" BP 36#	14'-0"	6'-2"	1'-0"	8'-0"
	1-C	8"x8" BP 36#	14'-0"	6'-2"	1'-0"	14'-2"
	1-R	8"x8" BP 36#	13'-0"	6'-2"	1'-0"	20'-4"
777+40 R	2-L	8"x8" BP 36#	15'-0"	9'-10"	1'-0"	8'-0"
	2-R	8"x8" BP 36#	16'-0"	9'-10"	1'-0"	17'-10"
804+70 L	3-L	8"x8" BP 36#	12'-0"	7'-2"	1'-0"	8'-0"
	3-R	8"x8" BP 36#	15'-0"	7'-2"	1'-0"	15'-2"
51+50 R	4-L	8"x8" BP 36#	13'-6"	9'-8"	1'-0"	8'-0"
	4-R	8"x8" BP 36#	16'-0"	9'-8"	1'-0"	17'-8"

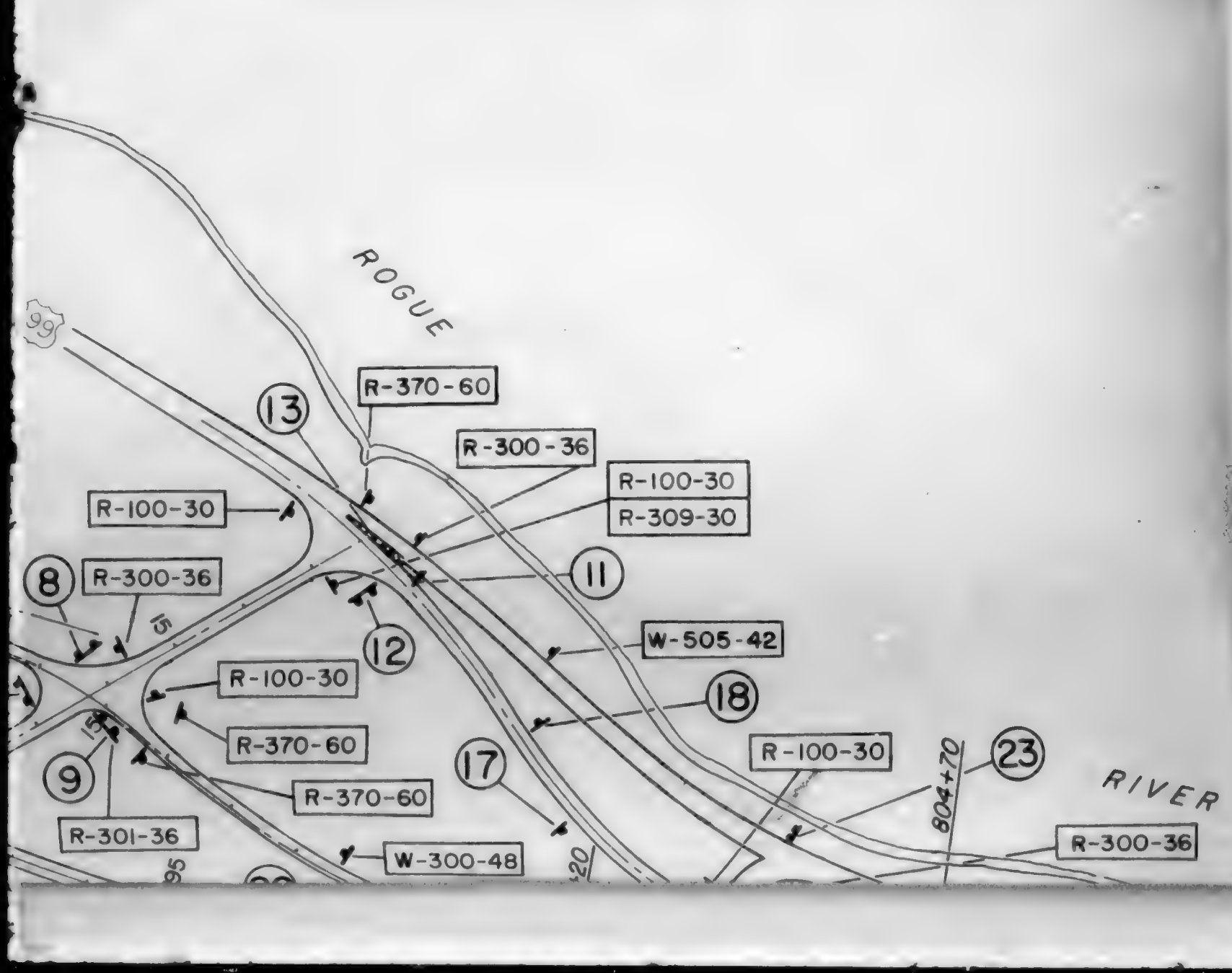
[1] Location of stub or post as facing the sign face

[2] Length includes 2'-0" allowance for fresh heading, etc.



Posts

Station	Sign No.	No. Posts Req'd.	Size and Type	Length	Spacing	Minimum Foundation Depth		Remarks
730+00R	1	3	8"x4" B 10#	19'-0"	6'-2"			Mount 8'-0" Above Edge of
777+40R	2	2	8"x4" B 10#	18'-0"	9'-10"			
804+70L	3	2	8"x4" B 10#	12'-0"	7'-2"			
51+50R	4	2	8"x4" B 10#	12'-0"	9'-8"			
	5	1L	4"x6" Wood S4S	16'-0"	4'-6"	4'-0"		Directional Marker Assembly
		1R	4"x6" Wood S4S	16'-0"	4'-6"	4'-0"		Regulatory Sign on Post
	6	2	6"x6" Wood S4S	18'-0"	4'-10"	6'-0"		Directional Marker Assembly
	7	2	6"x6" Wood S4S	18'-0"	6'-0"	6'-0"		Directional Marker Assembly
	8	2	4"x6" Wood S4S	16'-0"	4'-10"	4'-0"		
	9	1L	6"x6" Wood S4S	16'-0"	6'-0"	6'-0"		Directional Marker Assembly
		1R	6"x6" Wood S4S	16'-0"	6'-0"	6'-0"		Regulatory Sign on Post
	10	2	6"x8" Wood S4S	18'-0"	6'-0"	7'-0"		Directional Marker Assembly
	11	2	6"x8" Wood S4S	20'-0"	6'-0"	7'-0"		Directional Marker Assembly
	12	2	8"x8" Wood S4S	22'-0"	6'-0"	9'-0"		Directional Marker Assembly
	13	2	6"x6" Wood S4S	18'-0"	6'-0"	6'-0"		Directional Marker Assembly
	14	1	4"x4" Wood S4S	14'-0"		4'-0"		
	15	1	4"x4" Wood S4S	14'-0"		4'-0"		Directional Marker Assembly
782+60R	D-1-60	2	6"x8" Wood S4S	20'-0"	3'-8"	7'-0"		
800+20L	D-1-60	2	6"x8" Wood S4S	20'-0"	3'-8"	7'-0"		
	23	2	6"x8" Wood S4S	20'-0"	6'-0"	7'-0"		



arks
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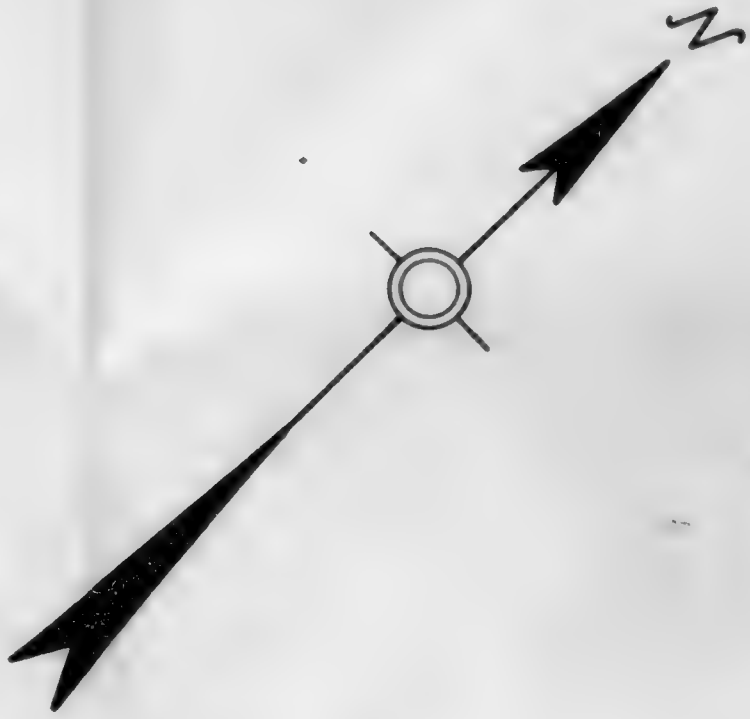
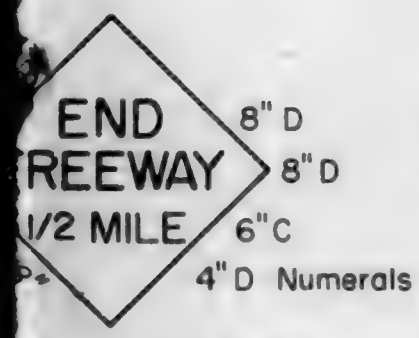
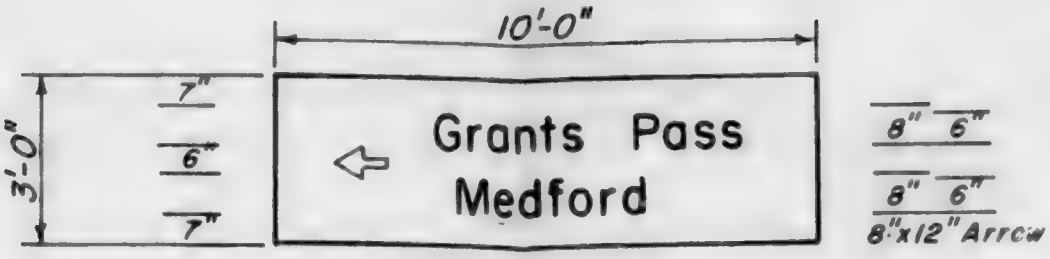
ROCK POINT INTERCHANGE

SCALE 0 200 400 800 FEET



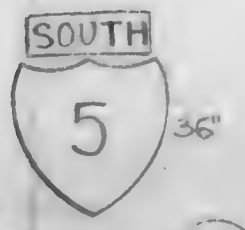


Sign (19) (20)
Type "D"



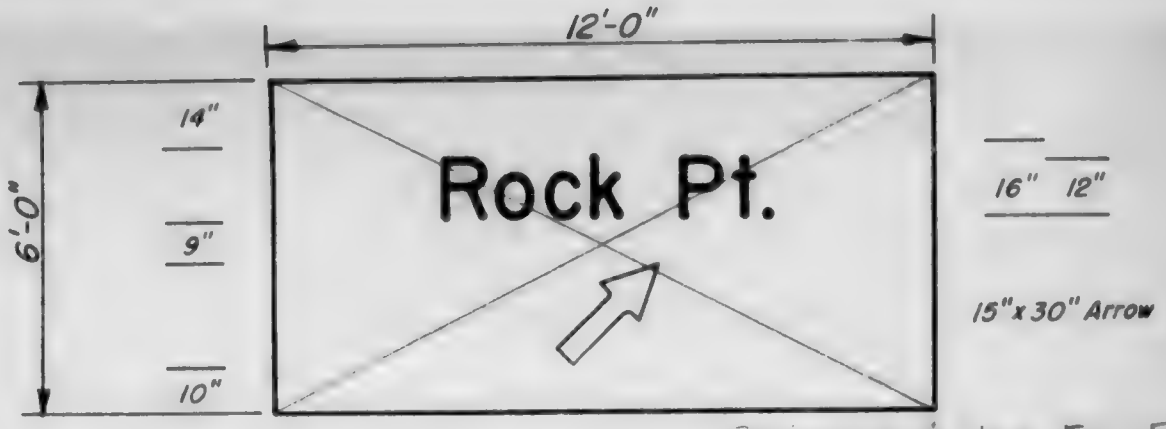
Sign (23)
Type "A"

Sign (21) (22)
Type "D"



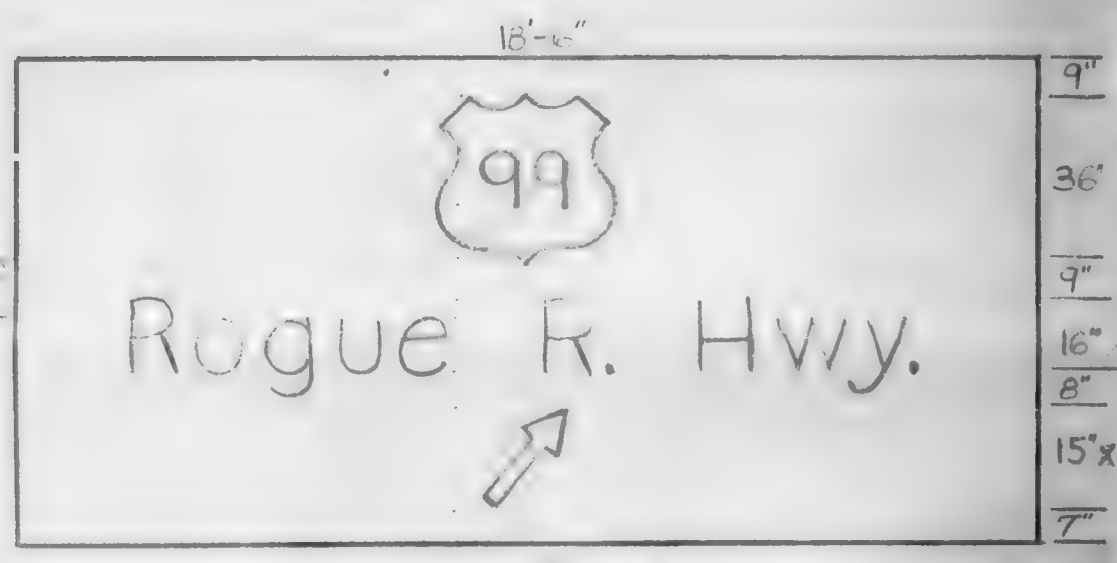
Sign (24)

Sign (2)
Type "A"

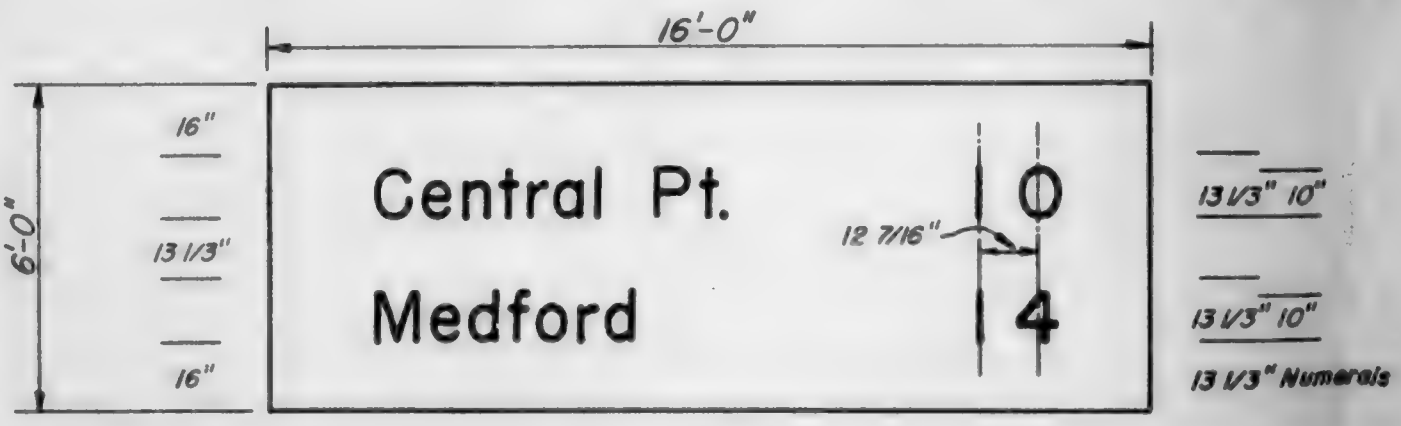


Sign (3)
Type "A"

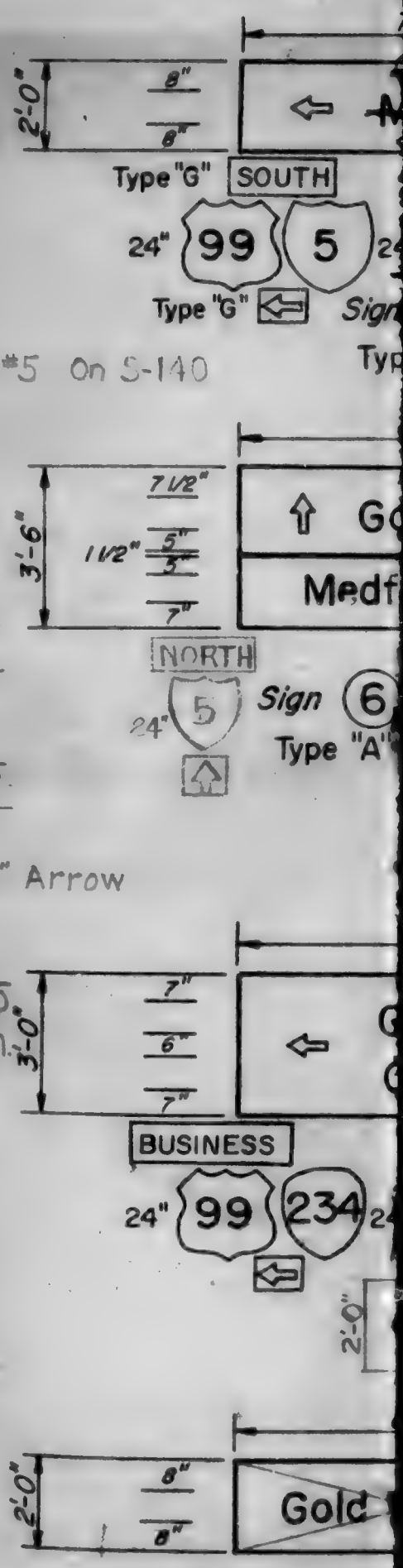
Revise & Use For Revised Sign #5 On S-140

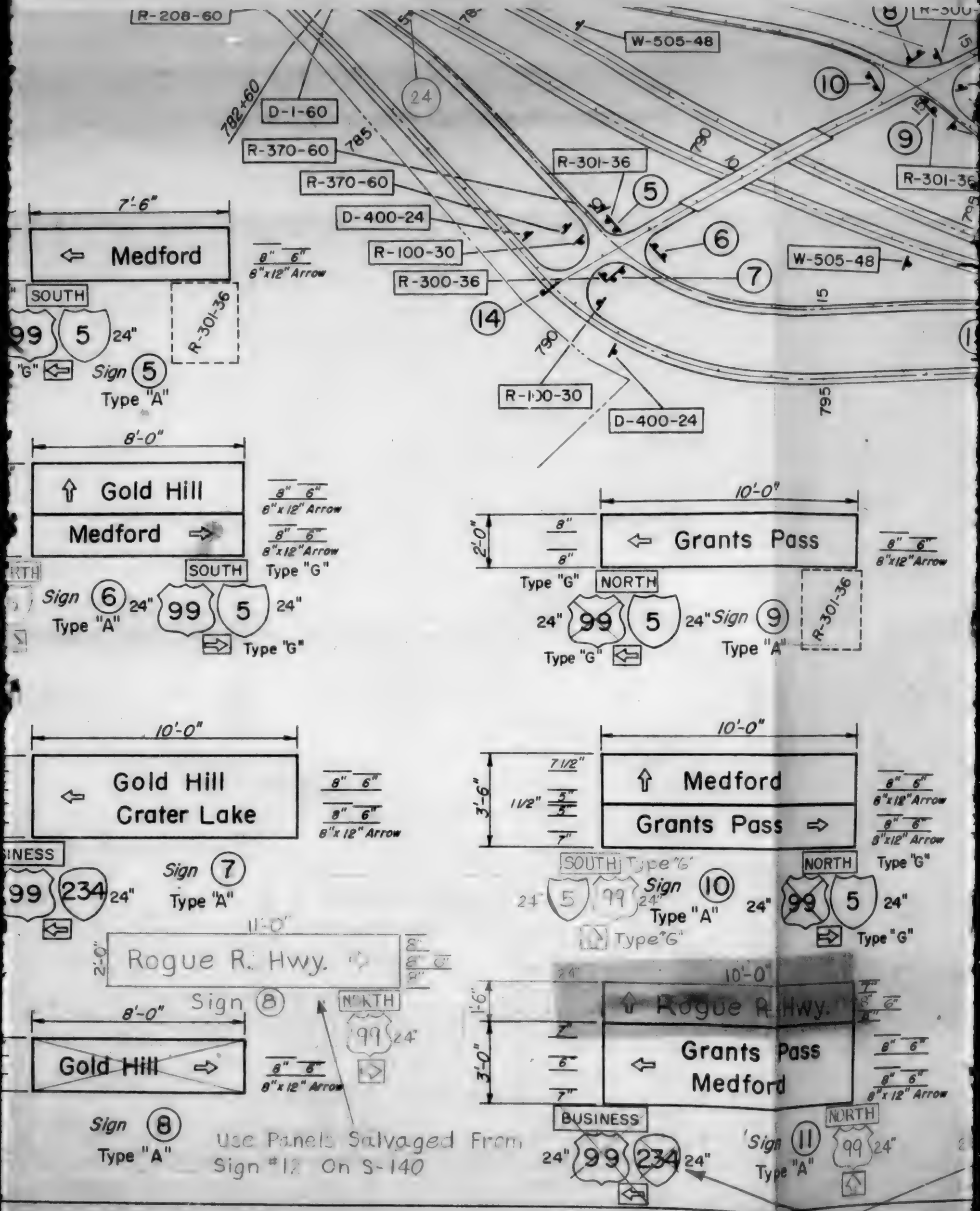


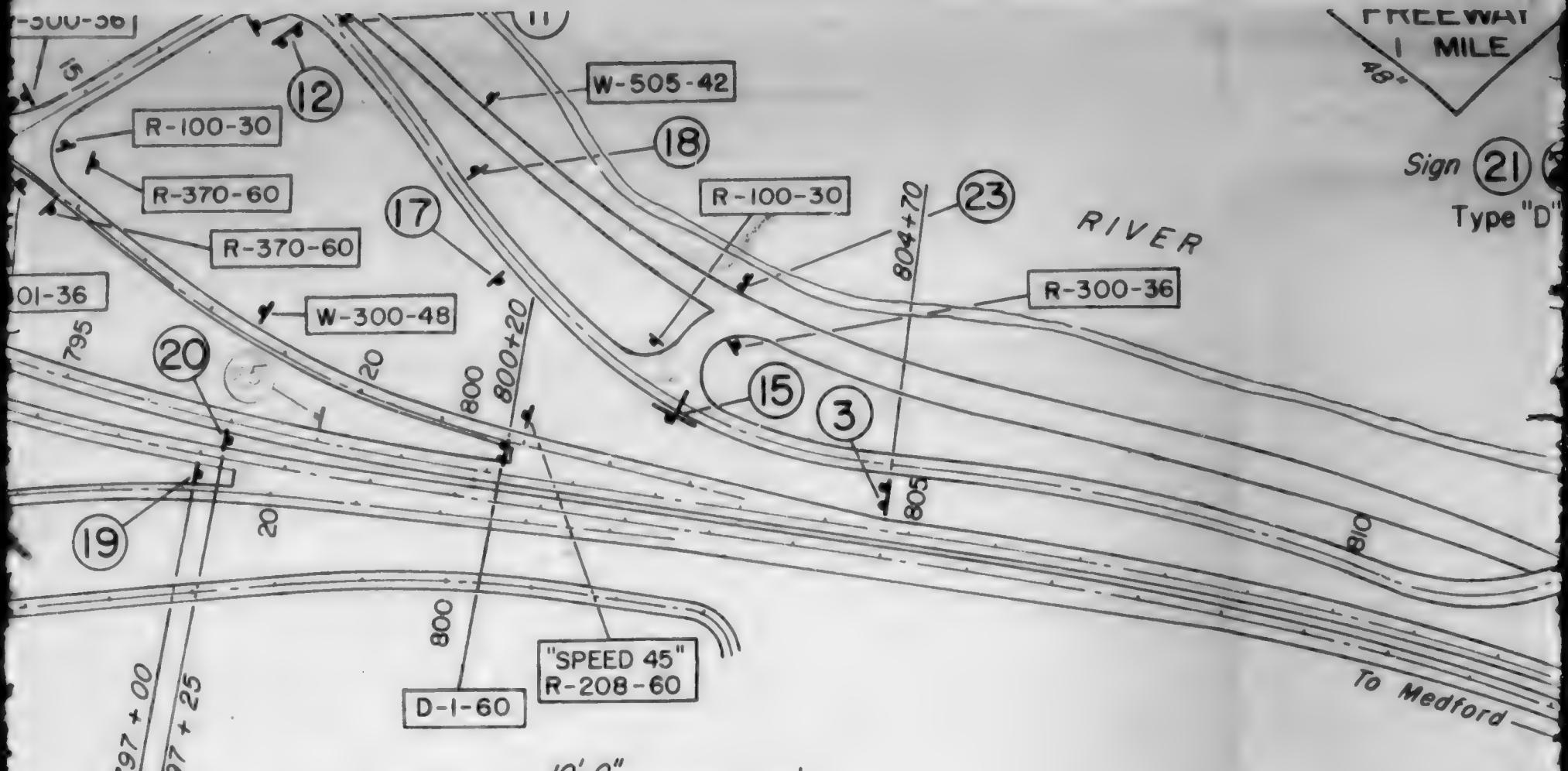
Sign (3) Revise Existing Sign* 5 On S-140 To Make This Sign.



Sign (4)
Type "A"




R-208-60
D-1-60
R-370-60
R-370-60
D-400-24
R-100-30
R-300-36
R-100-30
D-400-24
W-505-48
R-301-36
W-505-48
R-301-36
782+60
785
790
795
24
10
9
5
6
7
14
7'-6"
Medford
SOUTH
99
5
24"
"G"
Sign 5
Type "A"
8" 6"
8"x12" Arrow
8'-0"
Gold Hill
Medford
SOUTH
Sign 6
Type "A"
99
5
24"
Type "G"
10'-0"
Grants Pass
NORTH
Type "G"
Sign 9
Type "A"
10'-0"
Gold Hill
Crater Lake
Sign 7
Type "A"
99
234
24"
11'-0"
Rogue R. Hwy.
Sign 8
NORTH
99
24"
8'-0"
Gold Hill
Sign 8
Type "A"
Use Panels Salvaged From
Sign #12 On S-140
10'-0"
Medford
Grants Pass
SOUTH
Type "G"
Sign 10
Type "A"
NORTH
Type "G"
10'-0"
Rogue R. Hwy.
Grants Pass
Medford
BUSINESS
Sign 11
Type "A"
NORTH
99
234
24"

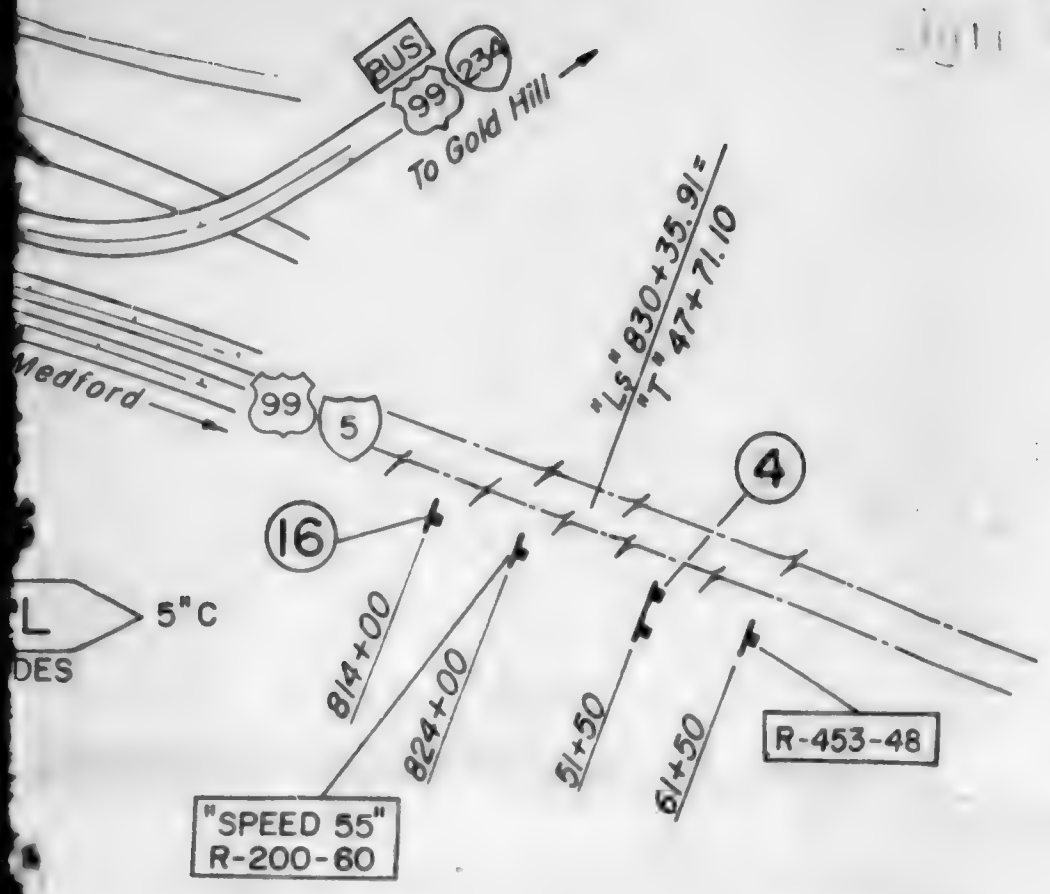

FREEWAY
1 MILE
48"
Sign (21)
Type "D"
W-505-42
R-100-30
R-370-60
R-370-60
W-300-48
R-100-30
R-300-36
RIVER
804+70
795
800
800+20
20
20
805
810
800
797+00
797+25
"SPEED 45"
R-208-60
D-1-60
To Medford
10'-0"
6 1/2"
5"
5"
5"
6"
5'-6"
1 1/2"
Gold Hill
Crater Lake
Grants Pass
Medford
8" 6"
8" 6"
8"x 18" Arrow
8" 6"
8" 6"
8"x 12" Arrow
BUSINESS
24" 99 234 24"
SOUTH Type "C"
5 99 24"
Type "G"
Sign (12)
Type "A"
GOLD HILL
LETTERING BOTH SIDES
Sign (14)
Type "J"
5"-C
GOLD HILL GRANTS
MED
LETTERING ONE SIDE
LAMPMA
LETTERING B
APPROVED:
TRAFFIC E
11/ 2
DATE
Rogue R. Hwy.
Gold Hill
Crater Lake
7"
6"
7"
3'-0"
8" 6"
8" 6"
8"x 12" Arrow
NORTH
11
Sign (13)
Type "A"
BUSINESS
24" 99 234 24"
BUSINESS
24" 99 234 24"
Sign (15)
Type "J"
Fabricate Added Panels From
Those Salvaged From Sign*12 On S-140
SOUTH Type "C"
4" 5 99 24"
Type "G"

MILE 6"C

Sign (21) (22)
Type "D"

Sign (24)

SOUTH
5
Sign (15)



L 5"C
DES

BUSINESS
24" 99 234 24"

Sign (17)

GRANTS PASS 5"-B
MEDFORD 5"-C
SIDE

AMPMAN RD. 5"-B
TTERING BOTH SIDES

SOUTH Type "G"
36" 99 5 36"

Sign (16)

BUSINESS JUNCTION
24" 99 234 24" 99 24"

Sign (18)

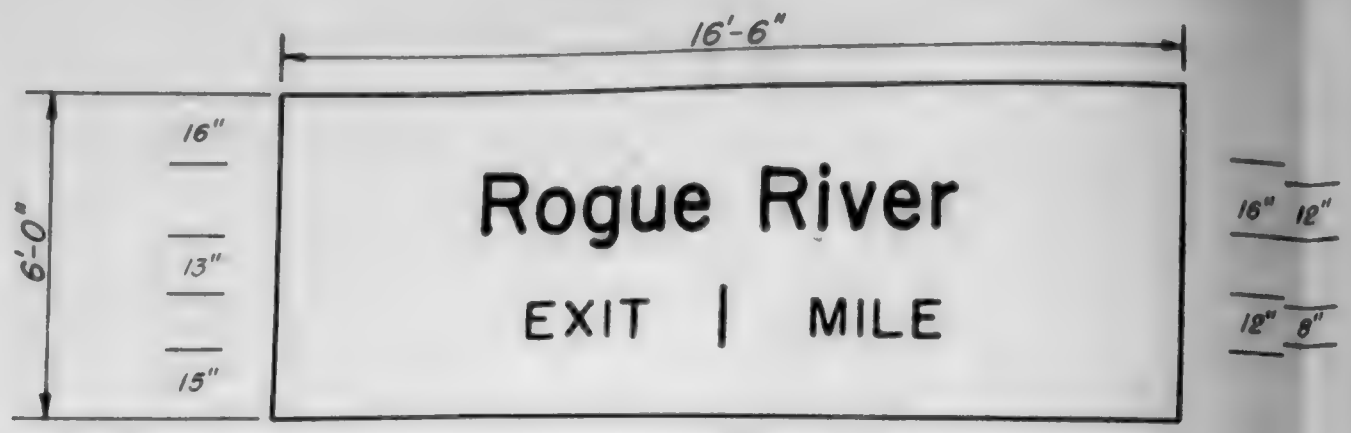
APPROVED:
F B Grandall
TRAFFIC ENGINEER
11/2/60
DATE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

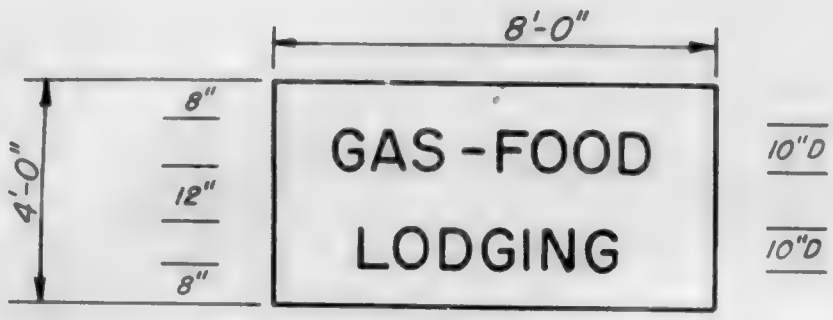
SIGNING INSTALLATION
EVANS CREEK - ROCK POINT SECTION
PACIFIC HIGHWAY (US 99) & (I5)
JACKSON COUNTY

DATE December, 1960

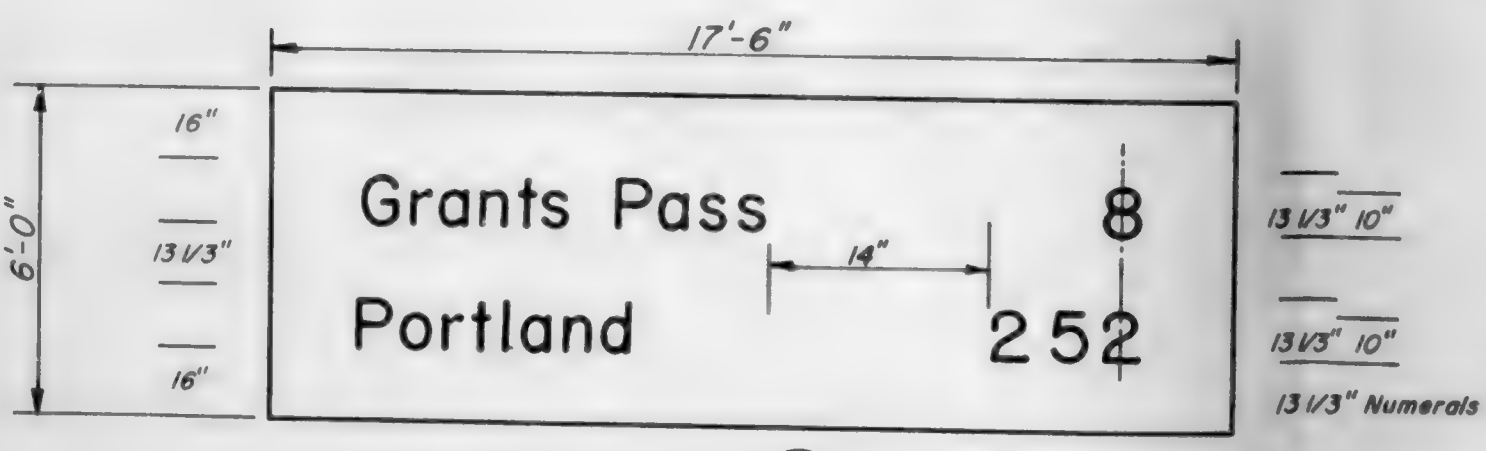
T.E.D. DWG. NO. S 141



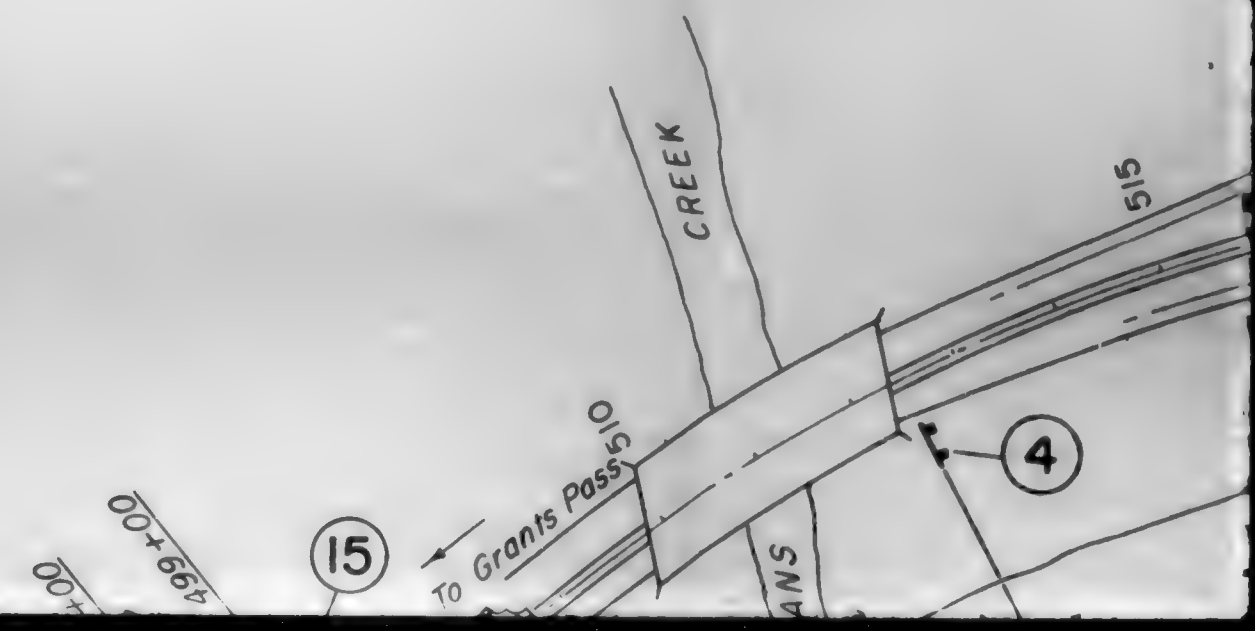
Signs (1) (7)
Type "A"



Signs (2) (8)
Type "B"



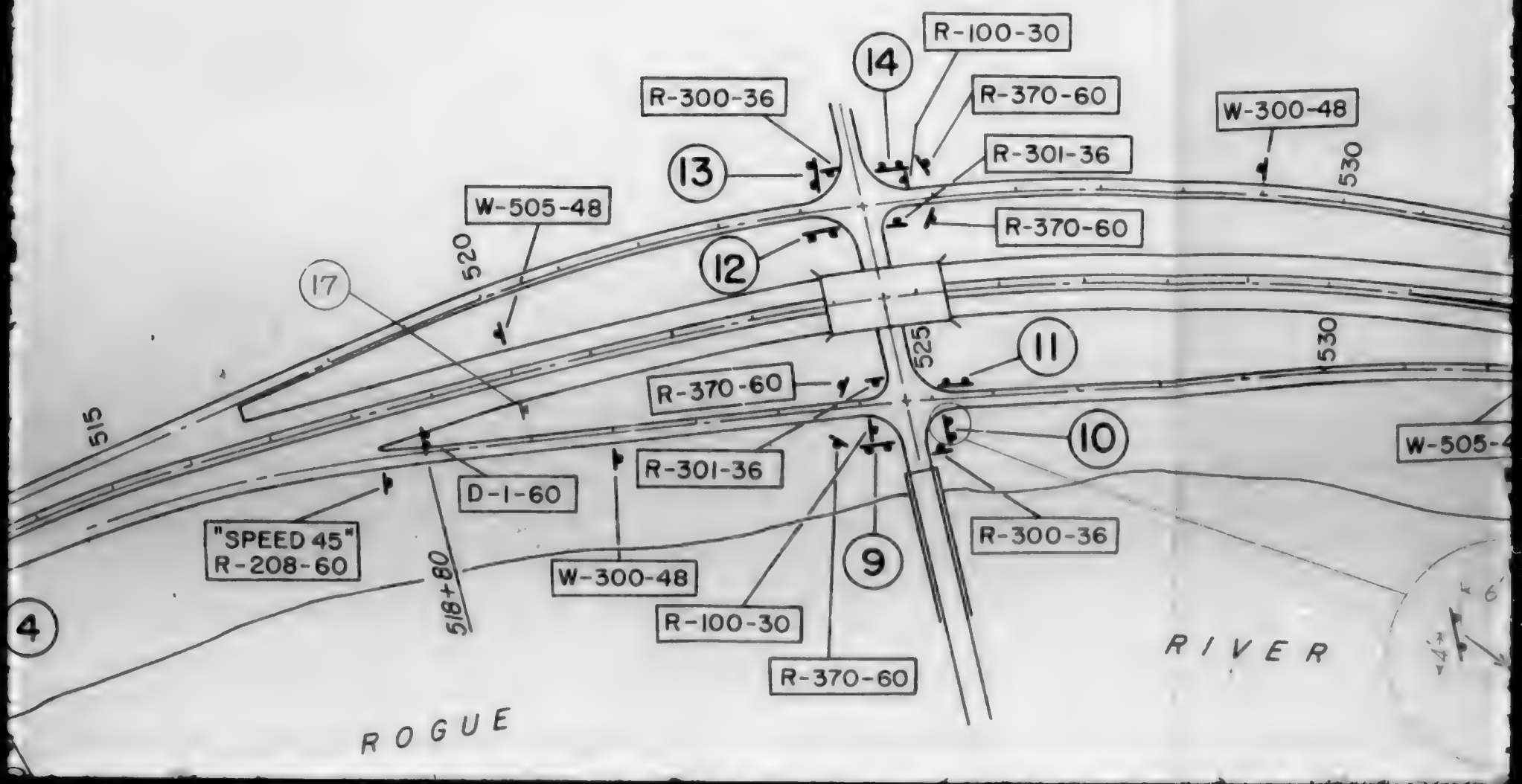
Sign (3)
Type "A"



Post Stubs

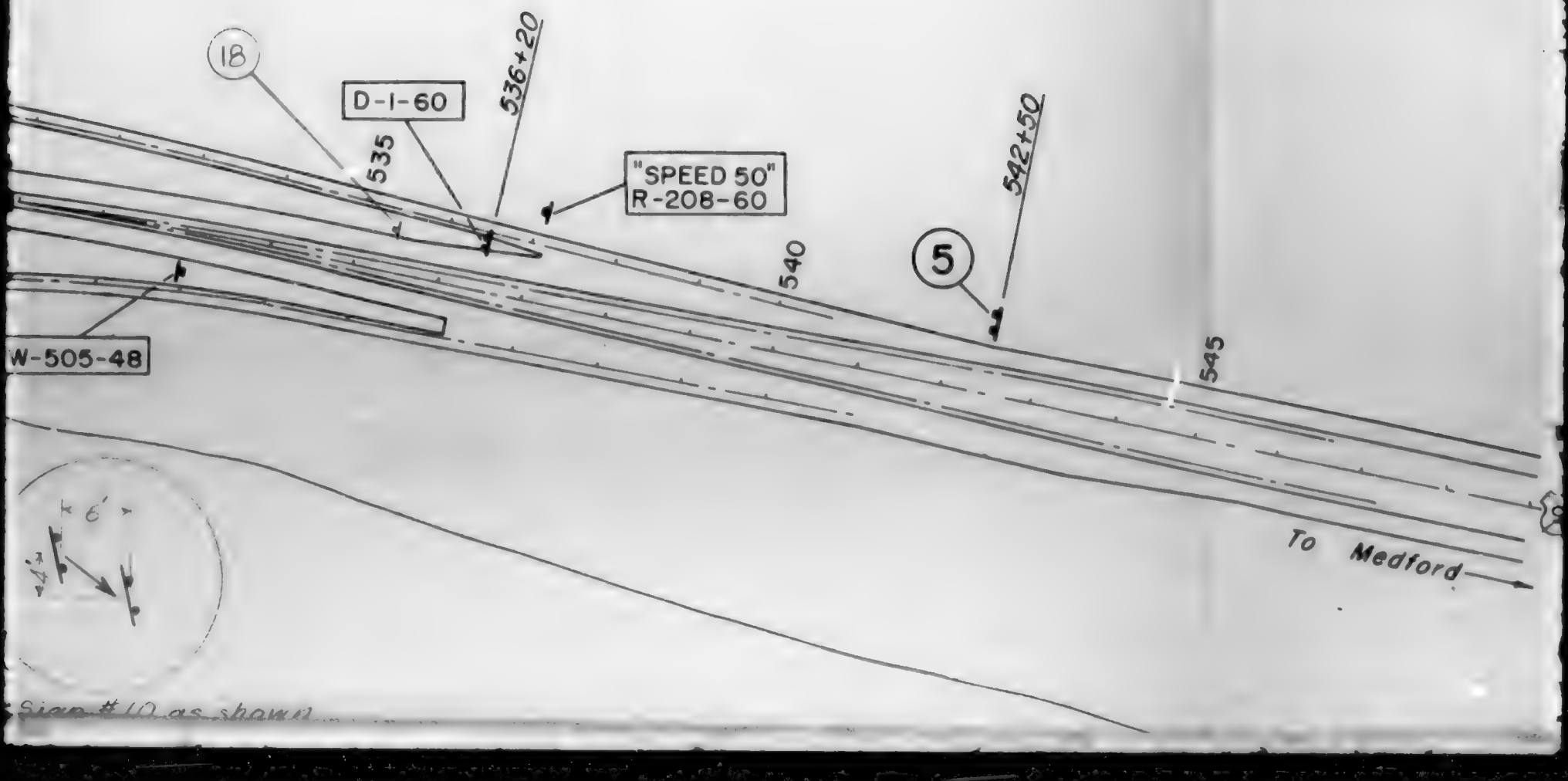
Station	Sign No. & Post Location [1]	Size and Type	Length [2]	Spacing	Finished Height Above Pave Edge	Dist. from Edge of Shoulder to Stub
459+00 R	1-L	8"x8" BP 36#	13'-6"	6'-2"	1'-0"	8'-0"
	1-C	8"x8" BP 36#	17'-6"	6'-2"	1'-0"	14'-2"
	1-R	8"x8" BP 36#	19'-6"	6'-2"	1'-0"	20'-4"
479+00 L	3-L	8"x8" BP 36#	13'-0"	10'-6"	1'-0"	8'-0"
	3-R	8"x8" BP 36#	14'-6"	10'-6"	1'-0"	18'-6"
512+40 R	4-L	8"x8" BP 36#	14'-6"	9'-10"	1'-0"	8'-0"
	4-R	8"x8" BP 36#	20' 0"	9'-10"	1'-0"	17'-10"
542+50 L	5-L	8"x8" BP 36#	14'-0"	9'-10"	1'-0"	8'-0"
	5-R	8"x8" BP 36#	12'-6"	9'-10"	1'-0"	17'-10"
570+00 R	6-L	8"x8" BP 36#	12'-0"	8'-0"	1'-0"	8'-0"
	6-R	8"x8" BP 36#	15'-6"	8'-0"	1'-0"	16'-0"
590+00 L	7-L	8"x8" BP 36#	13'-6"	6'-2"	1'-0"	8'-0"
	7-C	8"x8" BP 36#	15'-0"	6'-2"	1'-0"	14'-2"
	7-R	8"x8" BP 36#	14'-0"	6'-2"	1'-0"	20'-4"

[1] Location of stub or post as facing the sign face
[2] Lenght includes 2'-0" allowance for fresh heading, etc.



Posts

Station	Sign No.	No. Posts Req'd	Size and Type	Length	Spacing	Minimum Foundation Depth	Remar
459+00 R	1	3	8" x 4" B 10#	13'-0"	6'-2"		Mount 8'-0" Above Ea
459+00 R	2						Mount Below Sign N
479+00 L	3	2	8" x 4" B 10#	12'-0"	10'-6"		
512+40 R	4	2	8" x 4" B 10#	12'-0"	9'-10"		
542+50 L	5	2	8" x 4" B 10#	12'-0"	9'-10"		
570+00 R	6	2	8" x 4" B 10#	12'-0"	8'-0"		
590+00 L	7	3	8" x 4" B 10#	13'-0"	6'-2"		Mount 8'-0" Above Ea
590+00 L	8						Mount Below Sign N
	9	2	4" x 6" Wood S4S	16'-0"	4'-6"	4'-0"	Directional Marker Asse
	10	2	6" x 8" Wood S4S	20'-0"	7'-10"	7'-0"	
	11	2	6" x 8" Wood S4S	18'-0"	5'-8"	7'-0"	Directional Marker Asse
	12	2	6" x 8" Wood S4S	18'-0"	6'-0"	7'-0"	Directional Marker Asse
	13	2	6" x 8" Wood S4S	18'-0"	7'-10"	7'-0"	
	14	2	4" x 6" Wood S4S	14'-0"	6'-0"	4'-0"	Directional Marker Asse
518+80 R	D-1-60	2	6" x 8" Wood S4S	20'-0"	3'-8"	7'-0"	
536+20 L	D-1-60	2	6" x 8" Wood S4S	20'-0"	3'-8"	7'-0"	

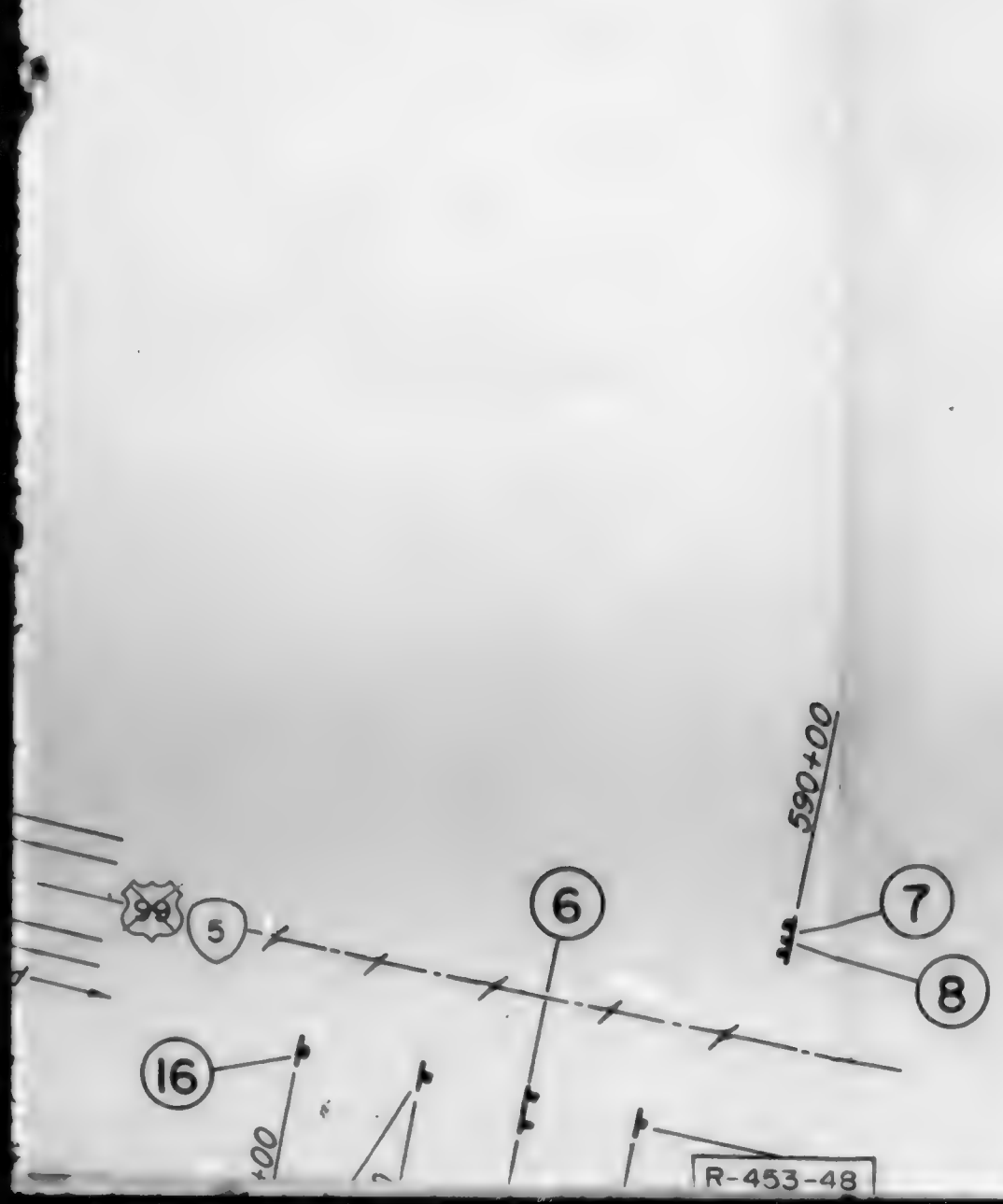


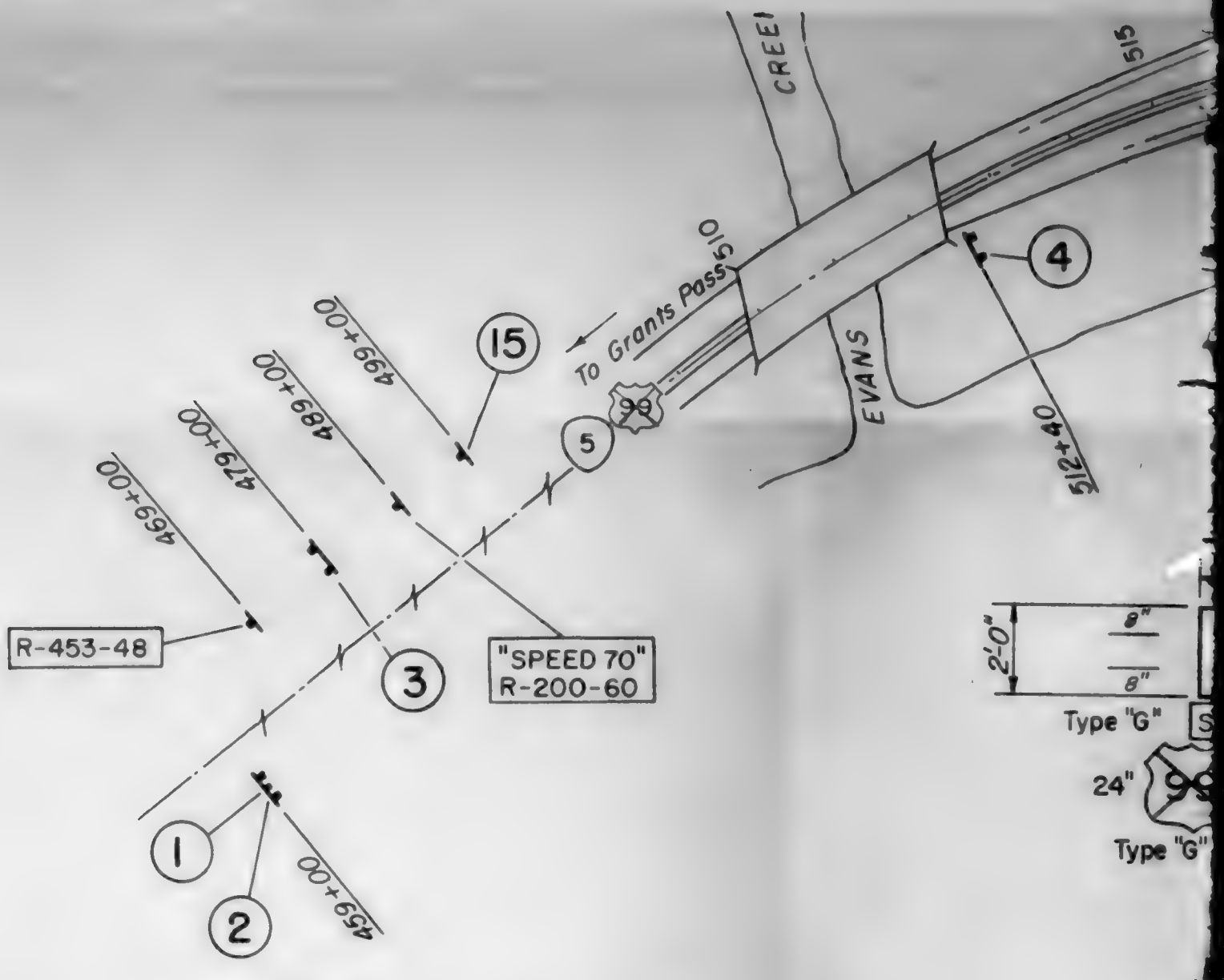
ROGUE RIVER INTERCHANGE

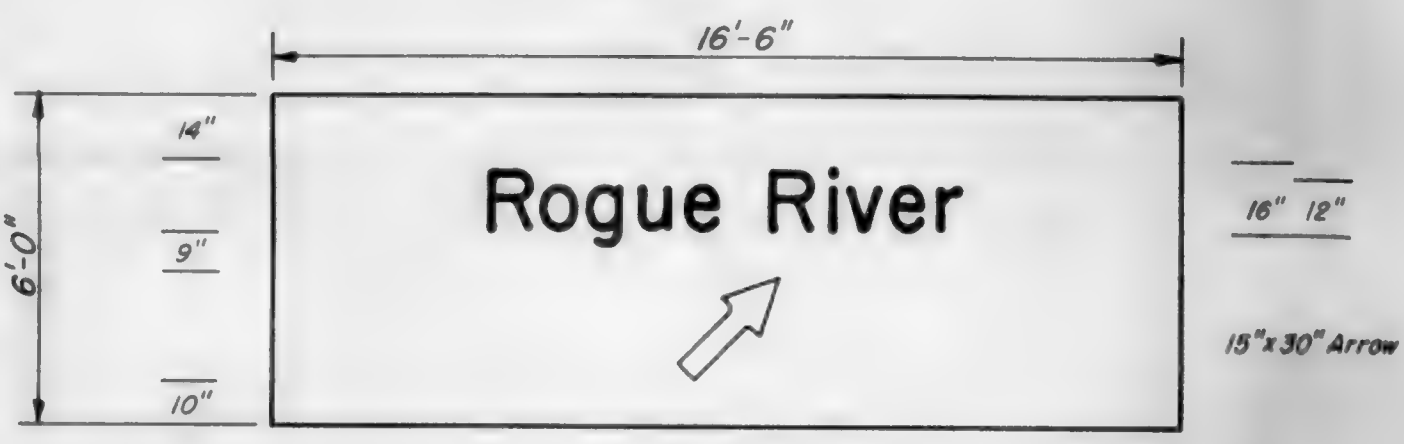
Remarks
bove Edge of Pavement
Sign No. 1 on Left 2 Posts
Above Edge of Pavement
Sign No. 7 on Left 2 Posts
rker Assembly on Left Post
rker Assembly on Right Post
rker Assembly on Right Post
rker Assembly on Left Post

SCALE 0 200 400 800 FEET

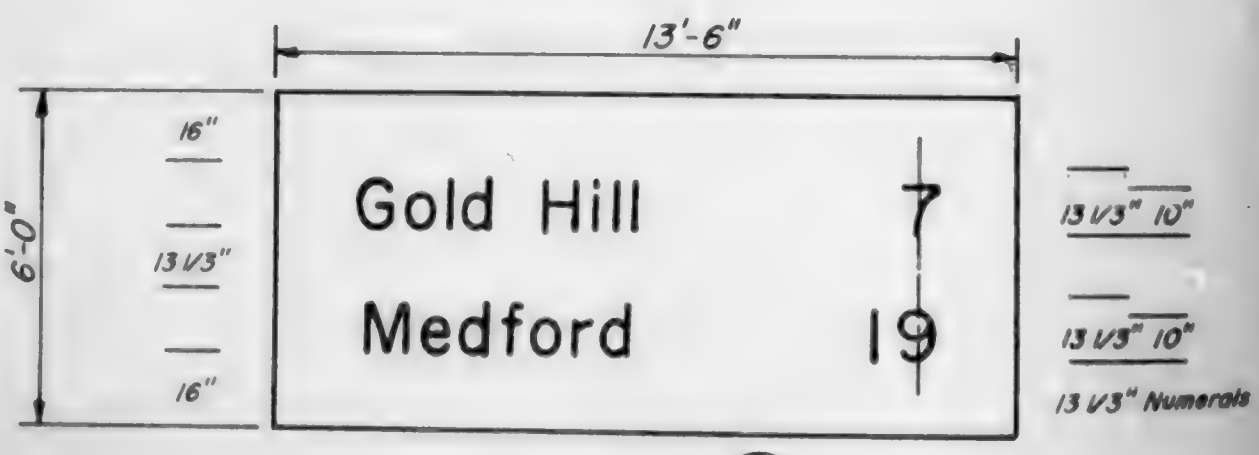
N



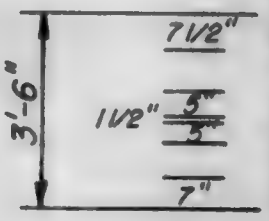




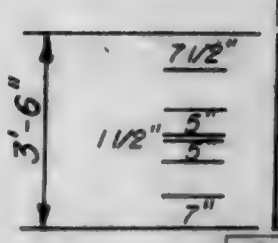
Signs (4) (5)
Type "A"



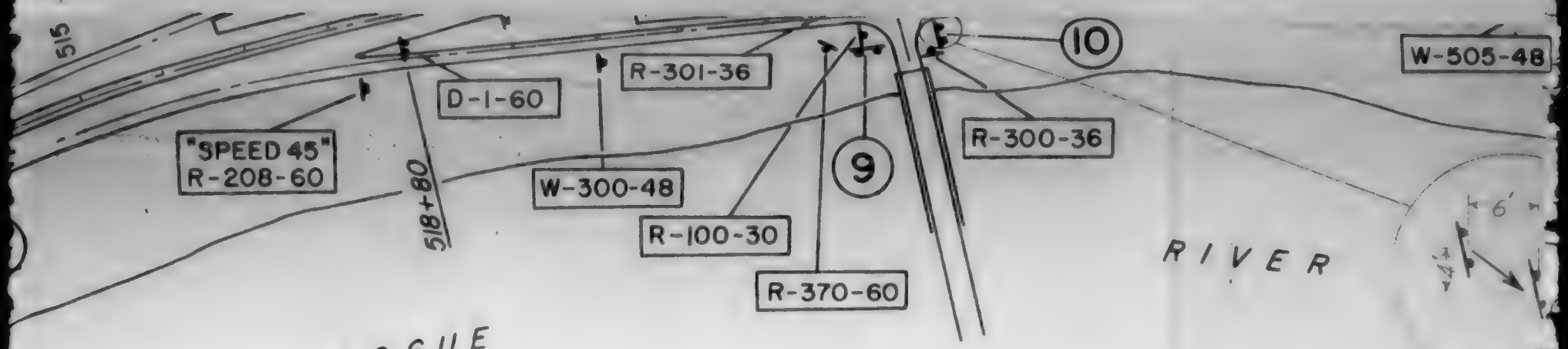
Sign (6)
Type "A"



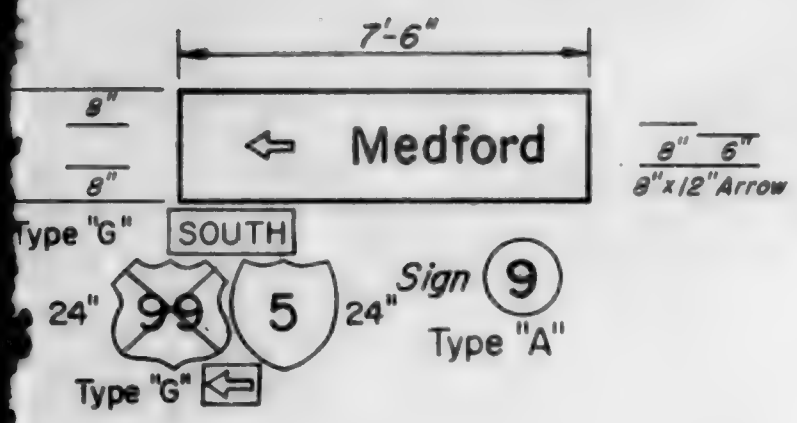
Equal Sp

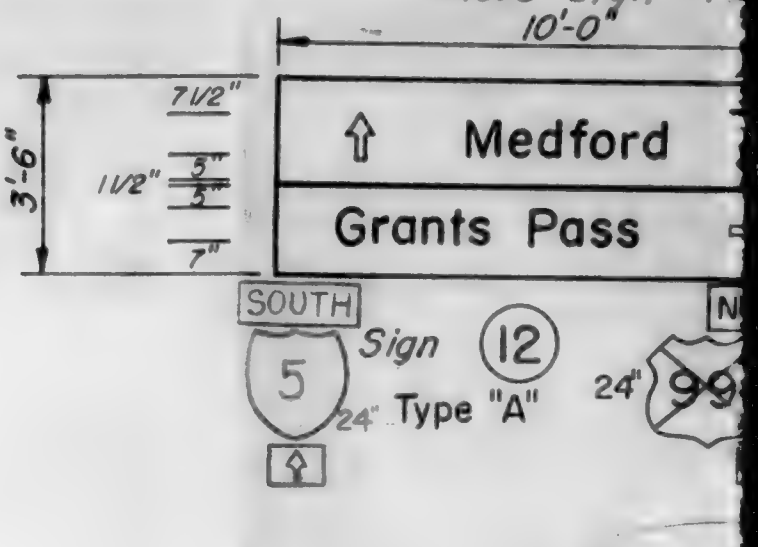


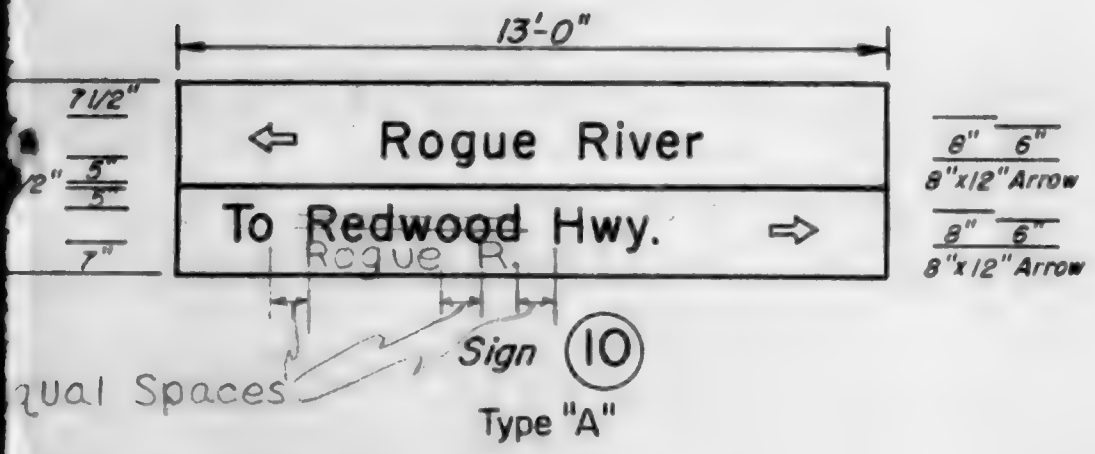
NOF
24"

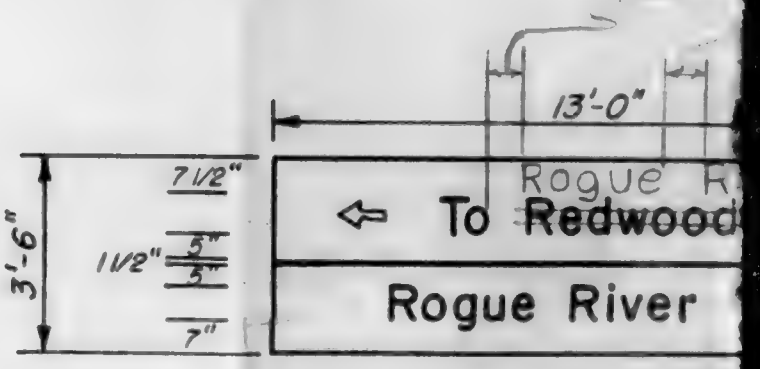

515
"SPEED 45"
R-208-60
D-1-60
R-301-36
518+80
W-300-48
R-100-30
R-370-60
9
10
R-300-36
W-505-48
ROGUE
RIVER

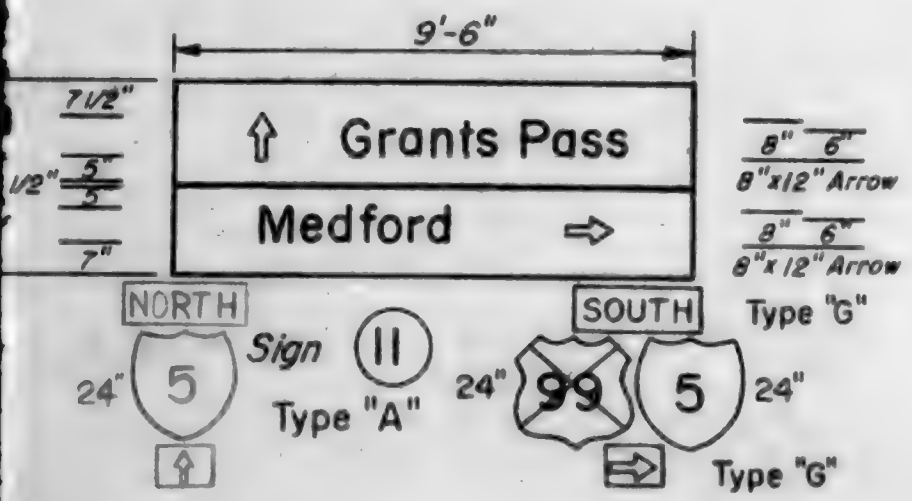
Move Sign #1

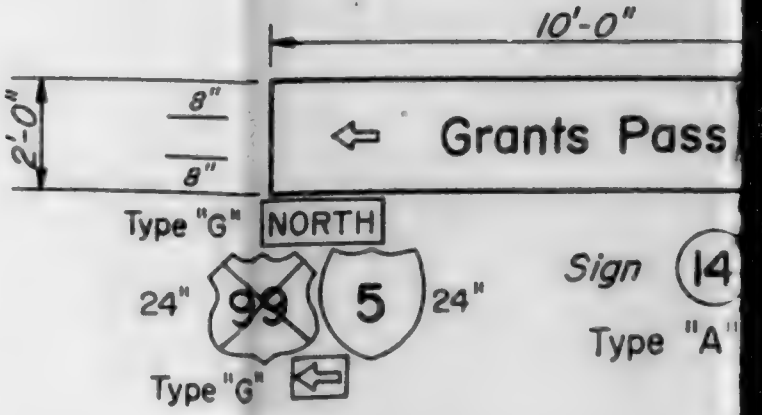

7'-6"
8"
8"
⇦ Medford
8" 6"
8"x12" Arrow
Type "G"
SOUTH
24"
99
5
24"
Sign 9
Type "A"
Type "G"


10'-0"
3'-6"
7 1/2"
1 1/2"
5"
5"
7"
⇧ Medford
Grants Pass
SOUTH
5
24"
Sign 12
Type "A"
24"
99


13'-0"
7 1/2"
1/2"
5"
5"
7"
⇦ Rogue River
To Redwood Hwy. ⇨
Rogue R.
8" 6"
8"x12" Arrow
8" 6"
8"x12" Arrow
qual Spaces
Sign 10
Type "A"


13'-0"
3'-6"
7 1/2"
1 1/2"
5"
5"
7"
⇦ To Redwood
Rogue River
Rogue R.
Sign 13
Type "A"


9'-6"
7 1/2"
1/2"
5"
5"
7"
⇧ Grants Pass
Medford ⇨
8" 6"
8"x12" Arrow
8" 6"
8"x12" Arrow
Type "G"
NORTH
24"
5
Sign 11
Type "A"
SOUTH
24"
99
5
24"
Type "G"


10'-0"
2'-0"
8"
8"
⇦ Grants Pass
Type "G"
NORTH
24"
99
5
24"
Type "G"
Sign 14
Type "A"

05-48

545

To Medford

16

"S
R

6'

n #10 as shown

ord

ss ⇨

8" 6"
8"x12" Arrow

8" 6"
8"x12" Arrow

NORTH Type "G"

24" 99 5 24"

⇨ Type "G"

Sign (15) (18)

NORTH Type "G"

36" 99 5 36"

Equal Spaces

-0"

gue R.
dwood Hwy.

River ⇨

8" 6"
8"x12" Arrow

8" 6"
8"x 12" Arrow

Sign (13)
Type "A"

SOUTH Type "G"

36" 99 5 36"

Sign (16) (17)

'-0"

s Pass

8" 6"
8"x12" Arrow

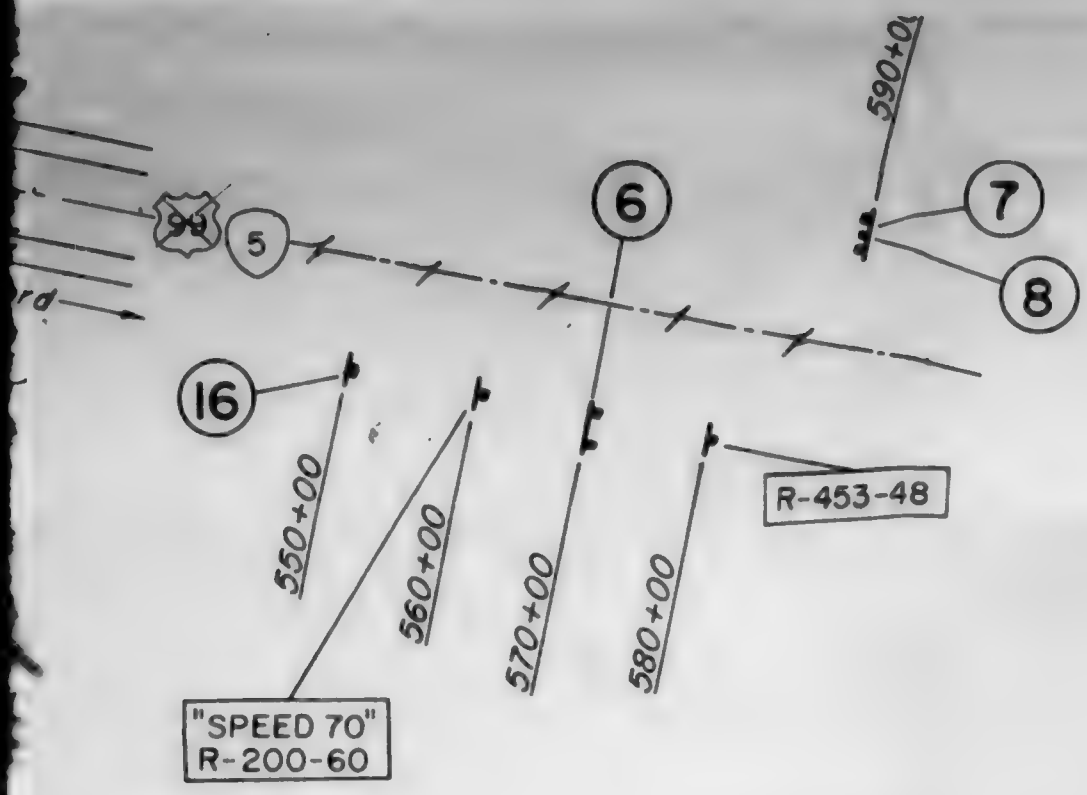
Sign (14)
Type "A"

APPROVED:

TRAFFIC ENG

11/2

DATE



APPROVED:

TRAFFIC ENGINEER

11/2/60
DATE

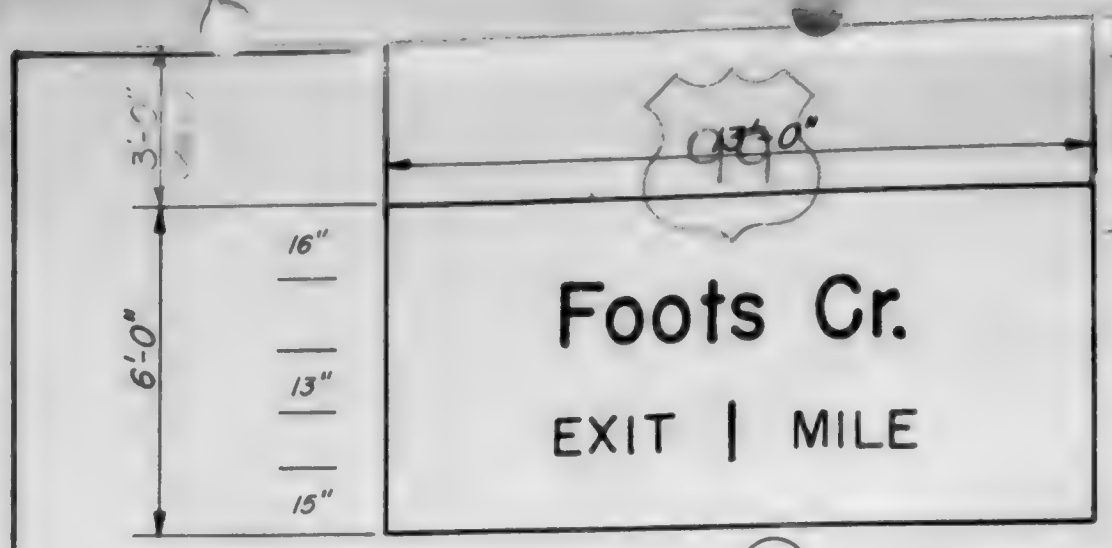
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
EVANS CREEK - ROCK POINT SECTION
PACIFIC HIGHWAY (US 99) & (I5)
JACKSON COUNTY

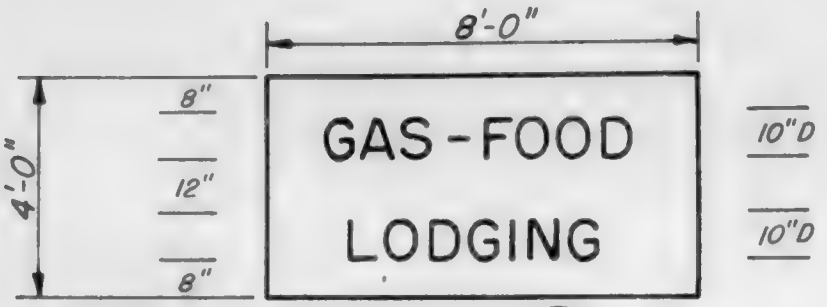
DATE December, 1960

ACCOMPANIED BY DWGS. S1 to S8, S15, S140, S141 & S142

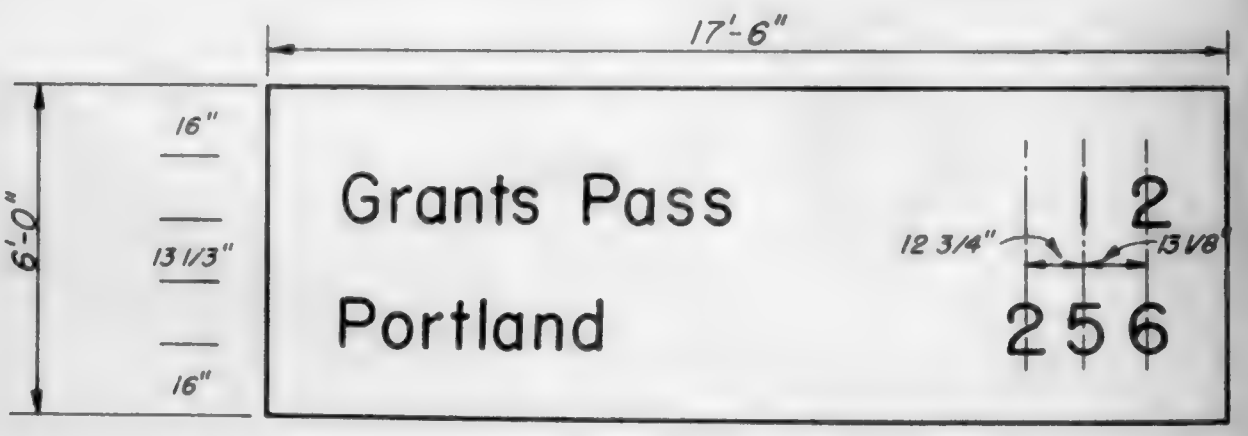
T.E.D. DWG. NO. S 139



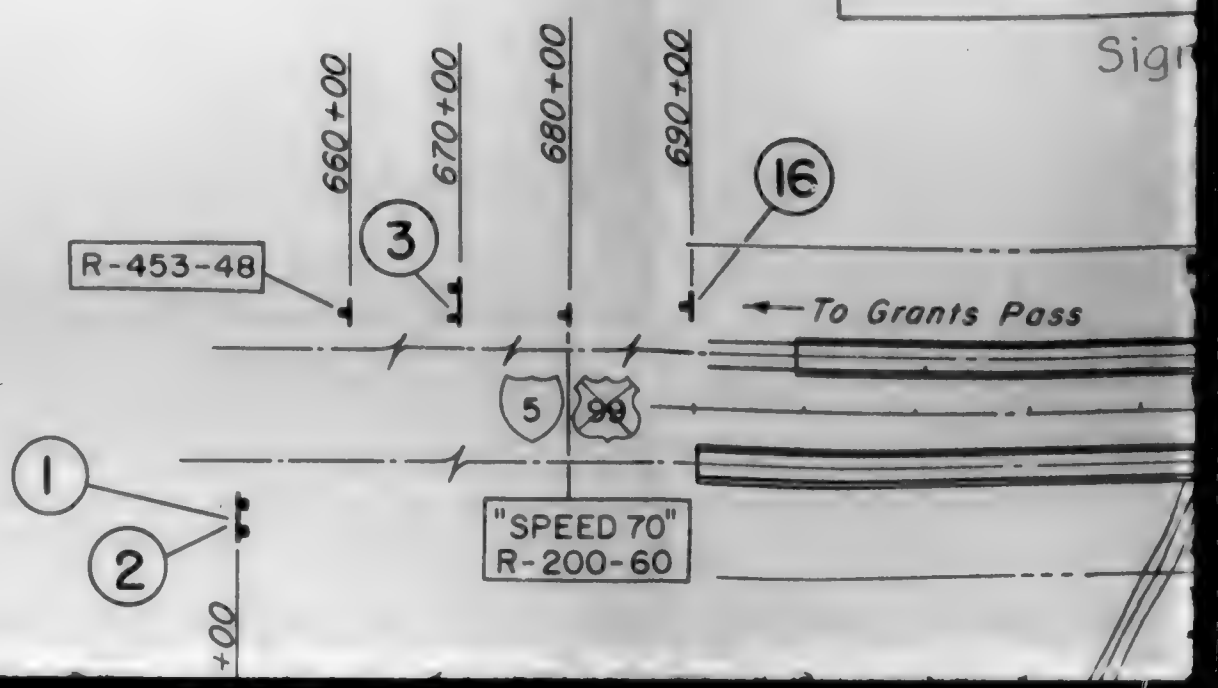
Sign (1)
Type "A"

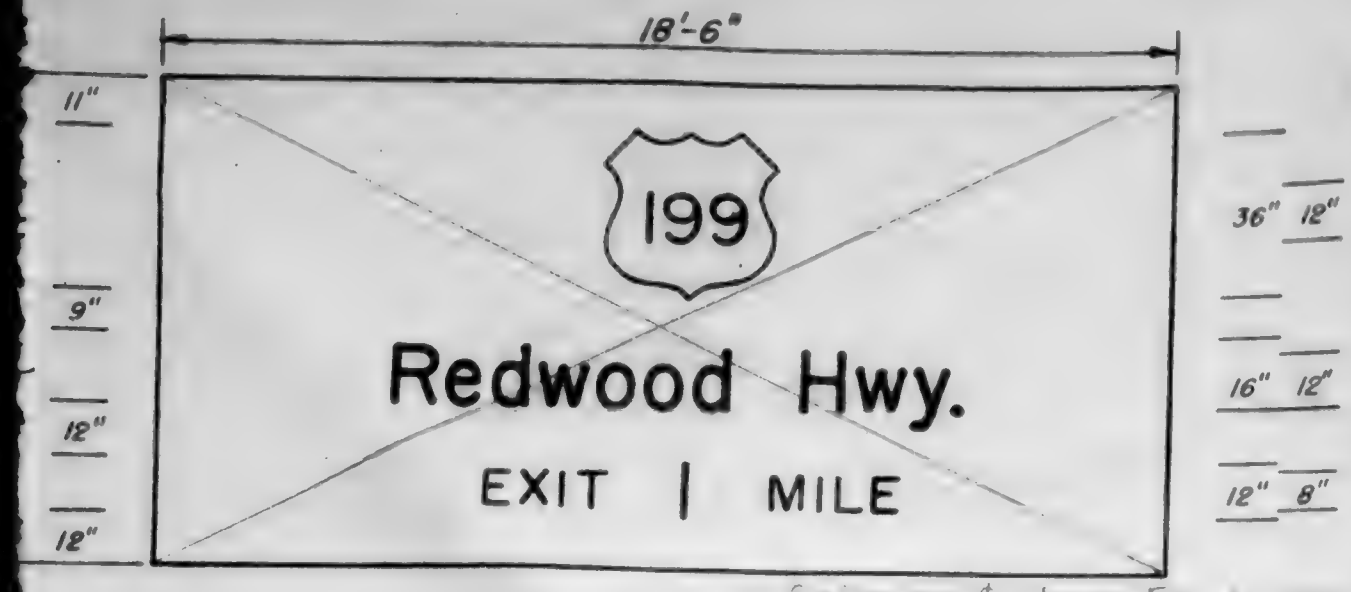


Sign (2)
Type "B"



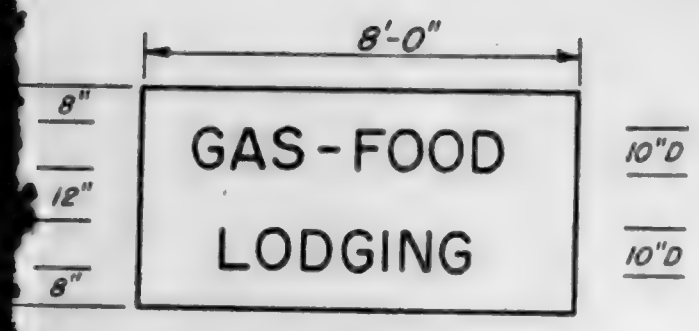
Sign (3)
Type "A"





Sign (6)
Type "A"

Salvage & store For Later
Use On Kane Cr. Inter.

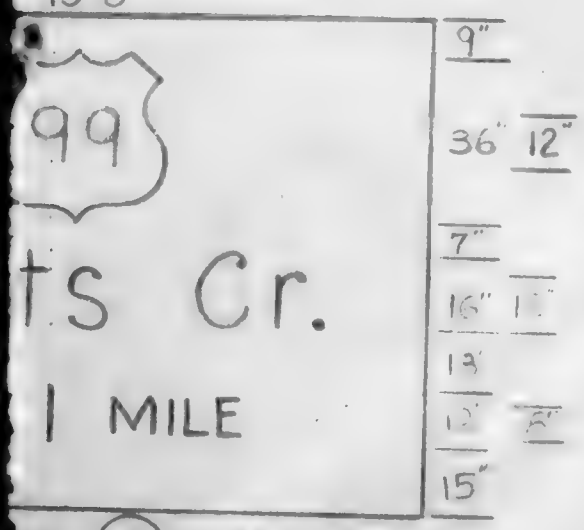


Sign (7)
Type "B"

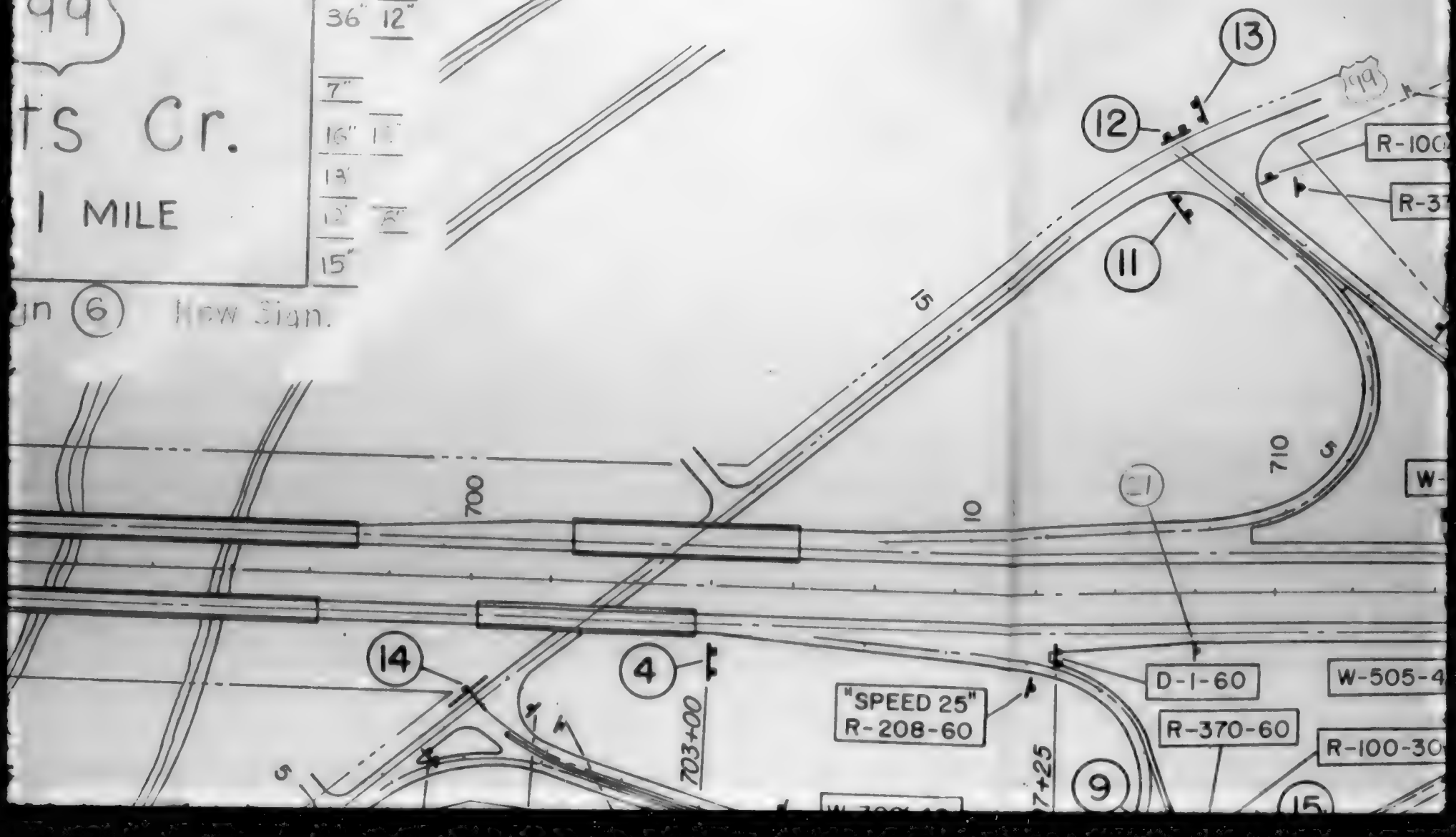
Station	Sign No. & Post Location ⊥	Size and
650+00 R	1 - L	8" x 8" BP
	1 - R	8" x 8" BP
670+00 L	3 - L	8" x 8" BP
	3 - R	8" x 8" BP
703+00 R	4 - L	8" x 8" BP
	4 - R	8" x 8" BP
722+00 L	5 - L	8" x 8" BP
	5 - R	8" x 8" BP
771+00 L	6 - L	8" x 8" BP
	6 - C	8" x 8" BP
	6 - R	8" x 8" BP

⊥ Location of stub or post as

2 Length includes 2'-0" allow



gn (6) New Sign.



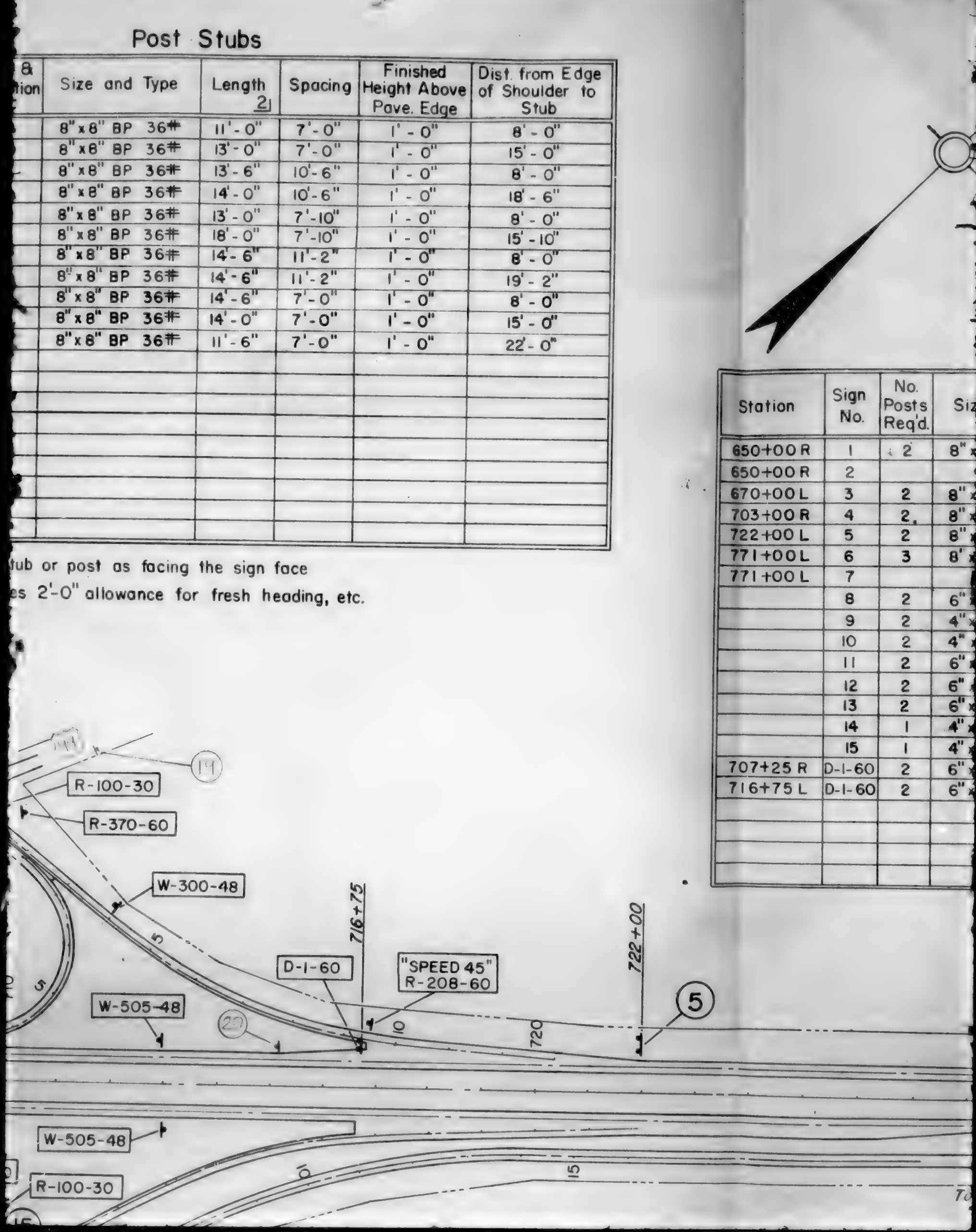
Post Stubs

& tion	Size and Type	Length 2/	Spacing	Finished Height Above Pave. Edge	Dist. from Edge of Shoulder to Stub
	8"x8" BP 36#	11'-0"	7'-0"	1'-0"	8'-0"
	8"x8" BP 36#	13'-0"	7'-0"	1'-0"	15'-0"
	8"x8" BP 36#	13'-6"	10'-6"	1'-0"	8'-0"
	8"x8" BP 36#	14'-0"	10'-6"	1'-0"	18'-6"
	8"x8" BP 36#	13'-0"	7'-10"	1'-0"	8'-0"
	8"x8" BP 36#	18'-0"	7'-10"	1'-0"	15'-10"
	8"x8" BP 36#	14'-6"	11'-2"	1'-0"	8'-0"
	8"x8" BP 36#	14'-6"	11'-2"	1'-0"	19'-2"
	8"x8" BP 36#	14'-6"	7'-0"	1'-0"	8'-0"
	8"x8" BP 36#	14'-0"	7'-0"	1'-0"	15'-0"
	8"x8" BP 36#	11'-6"	7'-0"	1'-0"	22'-0"

tub or post as facing the sign face

es 2'-0" allowance for fresh heading, etc.

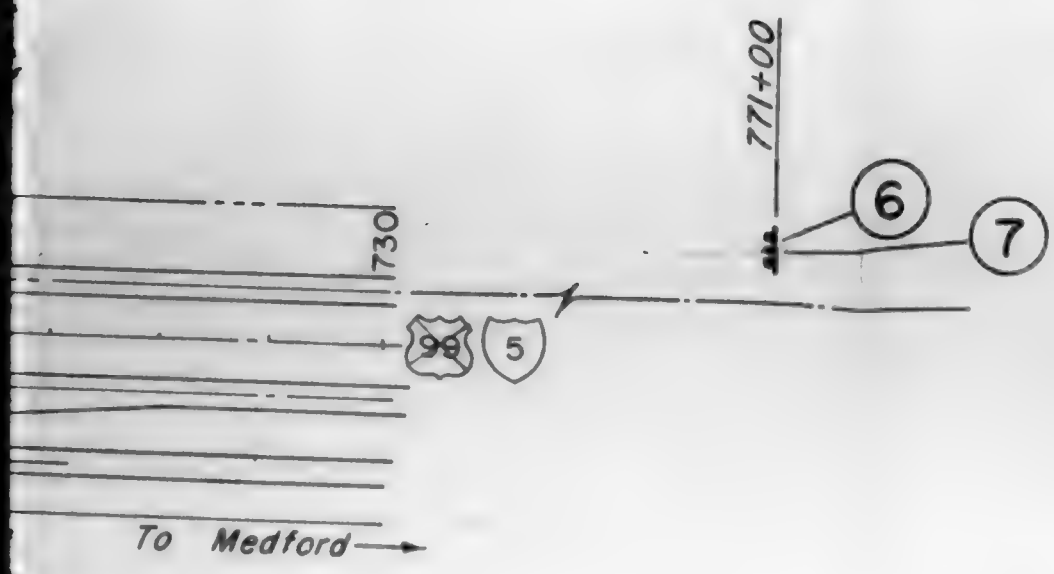
Station	Sign No.	No. Posts Req'd.	Siz
650+00 R	1	2	8" x
650+00 R	2		
670+00 L	3	2	8" x
703+00 R	4	2	8" x
722+00 L	5	2	8" x
771+00 L	6	3	8" x
771+00 L	7		
	8	2	6" x
	9	2	4" x
	10	2	4" x
	11	2	6" x
	12	2	6" x
	13	2	6" x
	14	1	4" x
	15	1	4" x
707+25 R	D-1-60	2	6" x
716+75 L	D-1-60	2	6" x

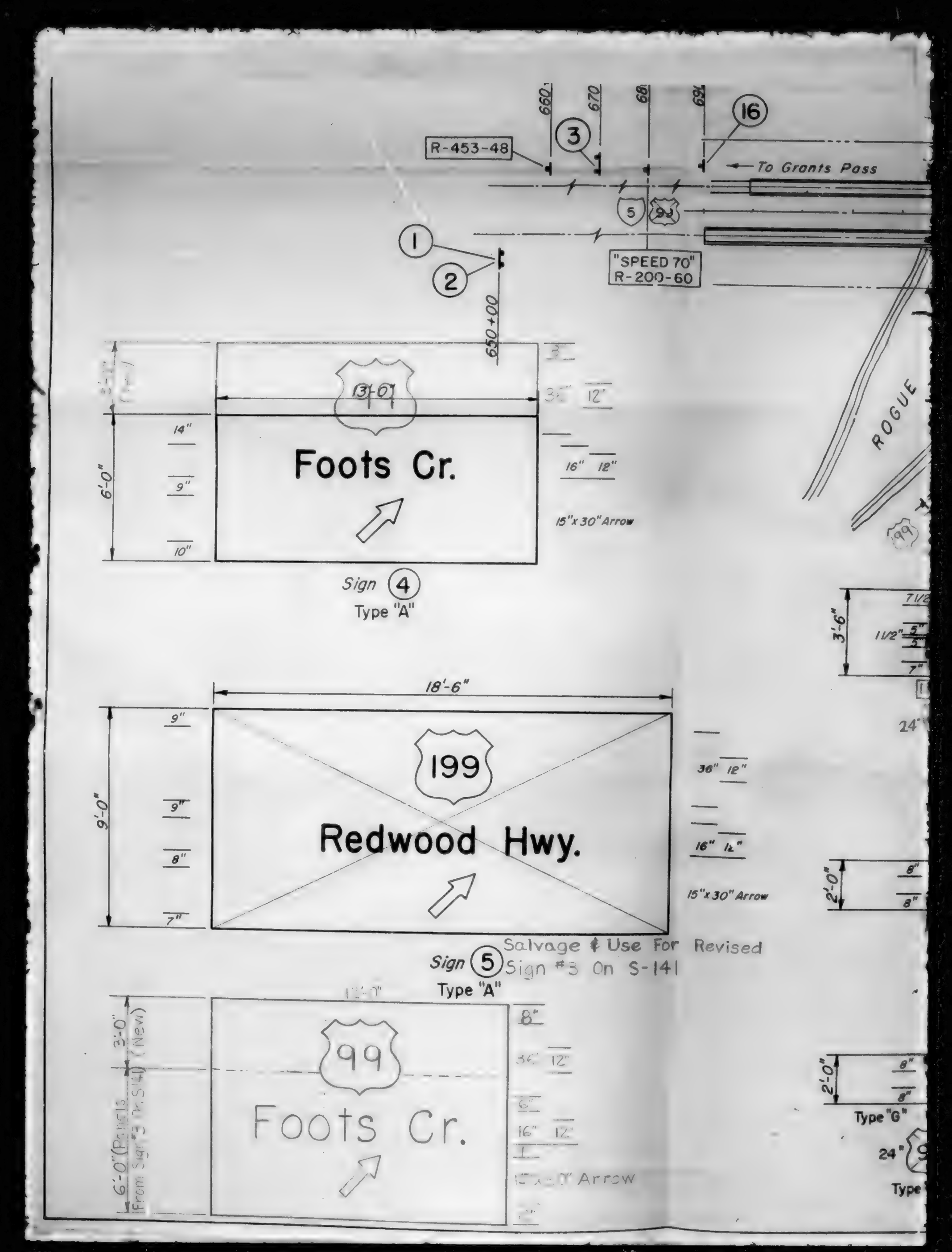


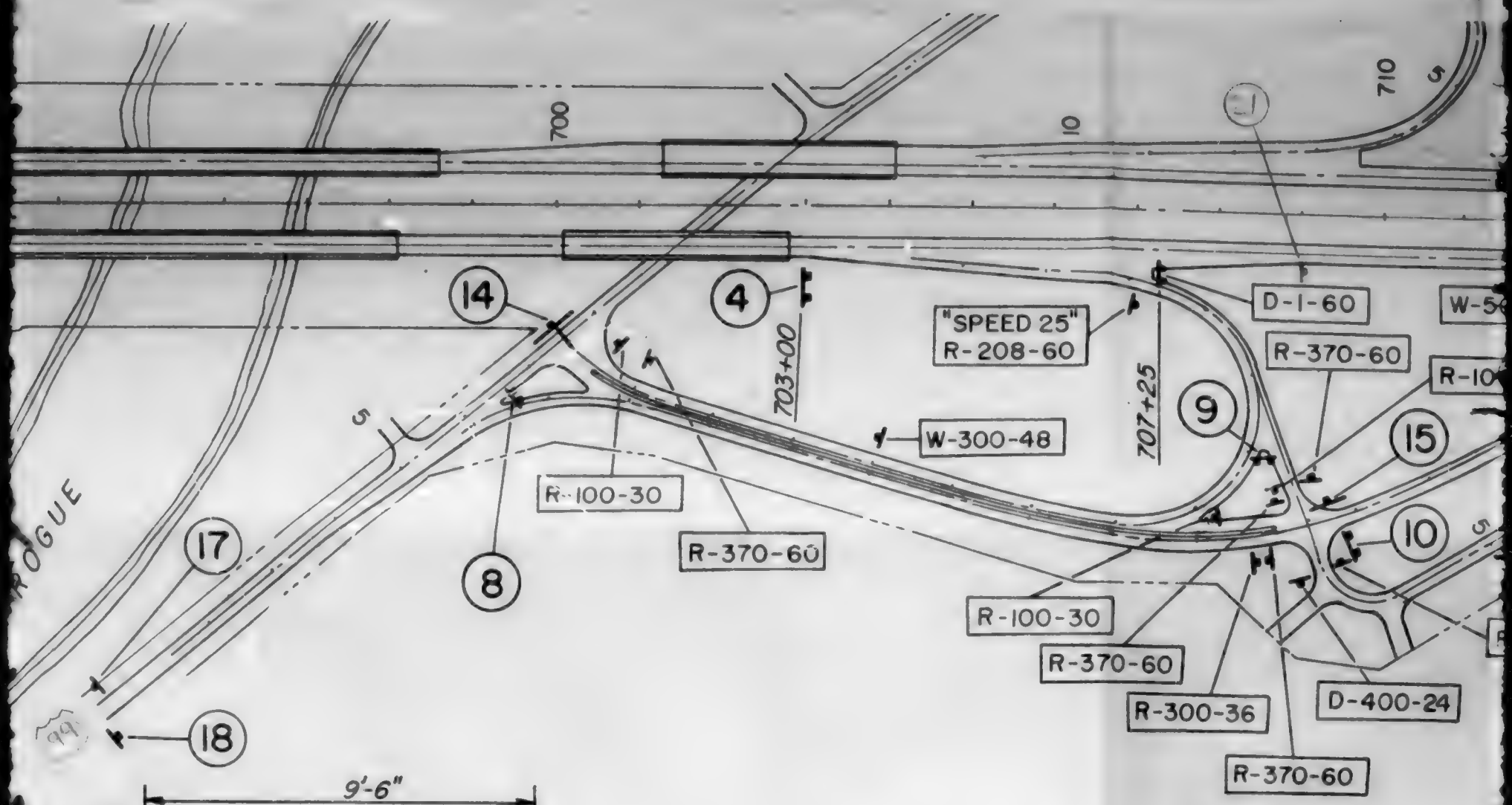
HOMESTEAD INTERCHANGE

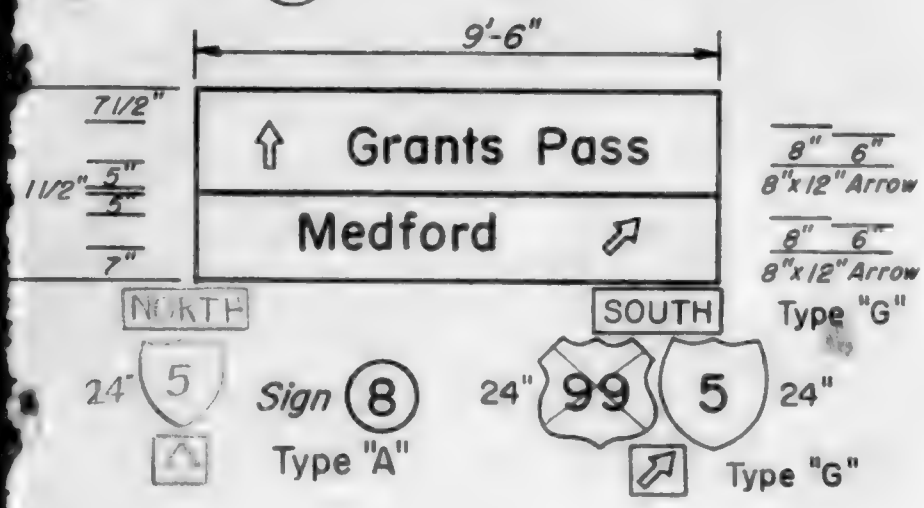
Posts

No. Posts Req'd.	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
2	8"x4" B 10#	13'-0"	7'-0"		Mount Sign 8'-0" Above Edge of Pavement
					Mount Below Sign No. 1
2	8"x4" B 10#	12'-0"	10'-6"		
2	8"x4" B 10#	12'-0"	7'-10"		
2	8"x4" B 10#	15'-0"	11'-2"		
3	8"x4" B 10#	16'-0"	7'-0"		Mount Sign 8'-0" Above Edge of Pavement
					Mount Below Sign No. 6 on Left 2 Posts
2	6"x8" Wood S4S	18'-0"	5'-8"	7'-0"	Directional Marker Assembly on Right Post
2	4"x6" Wood S4S	14'-0"	4'-10"	4'-0"	
2	4"x6" Wood S4S	14'-0"	4'-4"	4'-0"	Directional Marker Assembly on Left Post
2	6"x8" Wood S4S	18'-0"	6'-0"	7'-0"	Directional Marker Assembly on Right Post
2	6"x8" Wood S4S	18'-0"	6'-8"	7'-0"	Directional Marker Assembly on Left Post
2	6"x8" Wood S4S	20'-0	6'-0"	7'-0"	Directional Marker Assembly on Left Post
1	4"x4" Wood S4S	16'-0"		4'-0"	Directionql Marker Assembly on Post
1	4"x4" Wood S4S	14'-0"		4'-0"	
2	6"x8" Wood S4S	20'-0"	3'-8"	7'-0"	
2	6"x8" Wood S4S	20'-0"	3'-8"	7'-0"	

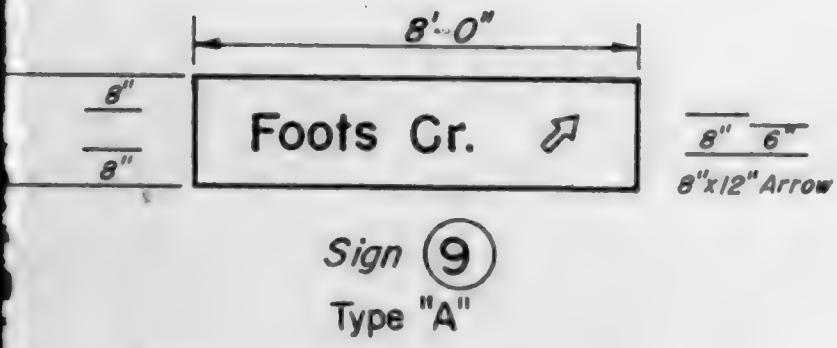


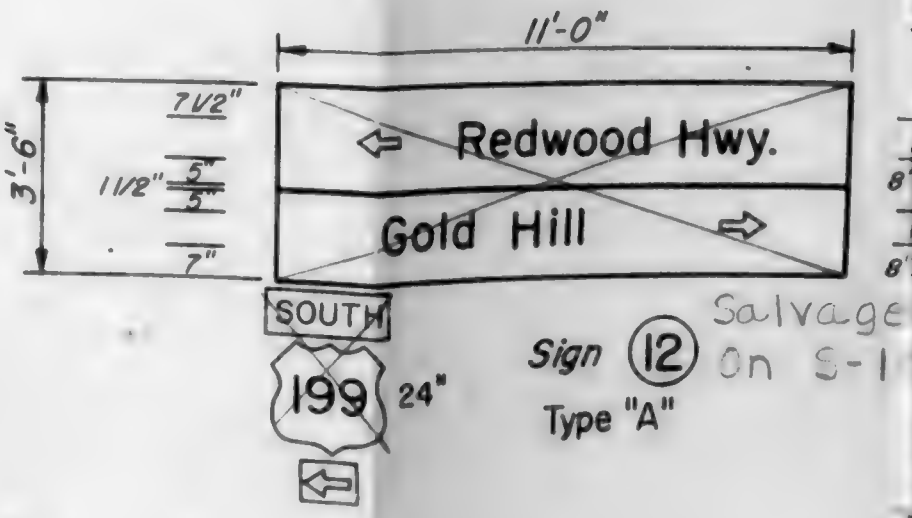

660
670
680
690
16
3
R-453-48
To Grants Pass
5
99
1
2
"SPEED 70"
R-200-60
650+00
ROGUE
13'-0"
14"
9"
10"
6'-0"
Foots Cr.
16" 12"
15"x30" Arrow
99
Sign 4
Type "A"
3'-6"
7 1/2
11/2"
5"
5
7"
24"
18'-6"
9"
9"
8"
7"
9'-0"
199
Redwood Hwy.
36" 12"
16" 12"
15"x30" Arrow
2'-0"
8"
8"
Sign 5
Salvage & Use For Revised Sign #3 On S-141
Type "A"
12'-0"
3'-0" (New)
6'-0" (Panels From Sign #3 On S-141)
8"
36" 12"
6"
16" 12"
Foots Cr.
15"x30" Arrow
2'-0"
8"
8"
Type "G"
24"
Type

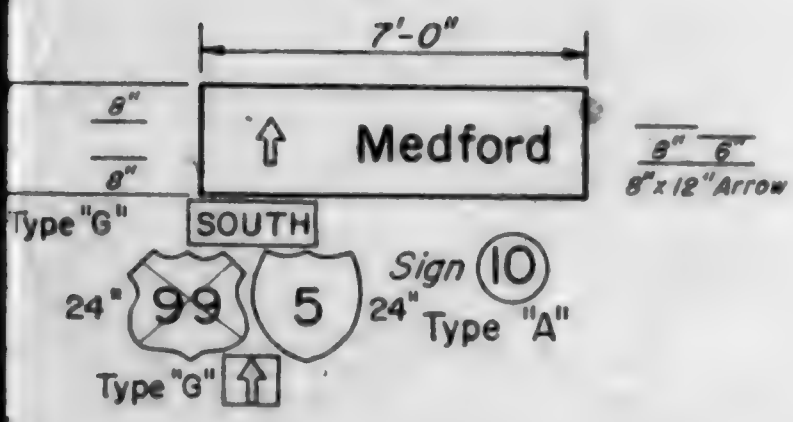

700
10
710
14
4
703+00
"SPEED 25"
R-208-60
D-1-60
R-370-60
707+25
9
15
W-300-48
R-100-30
R-370-60
17
8
10
R-100-30
R-370-60
R-300-36
D-400-24
18
R-370-60

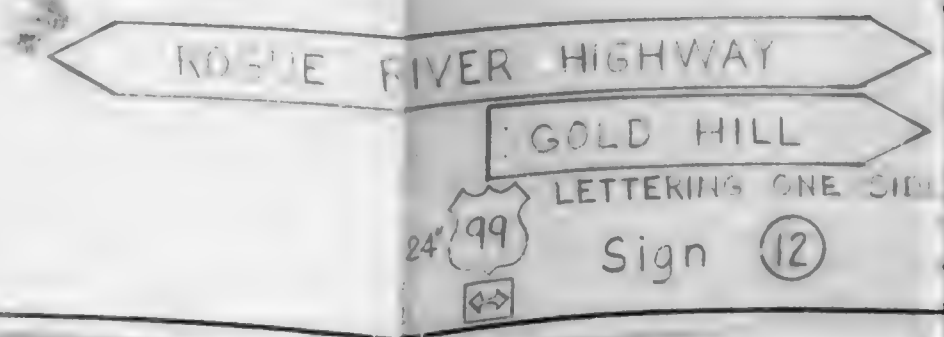

9'-6"
7 1/2"
1 1/2"
5"
5
7"
⇧ Grants Pass
Medford ⇗
8" 6"
8"x12" Arrow
8" 6"
8"x12" Arrow
Type "G"
NORTH
SOUTH
24"
5
Sign (8)
Type "A"
24"
99
5
24"
Type "G"

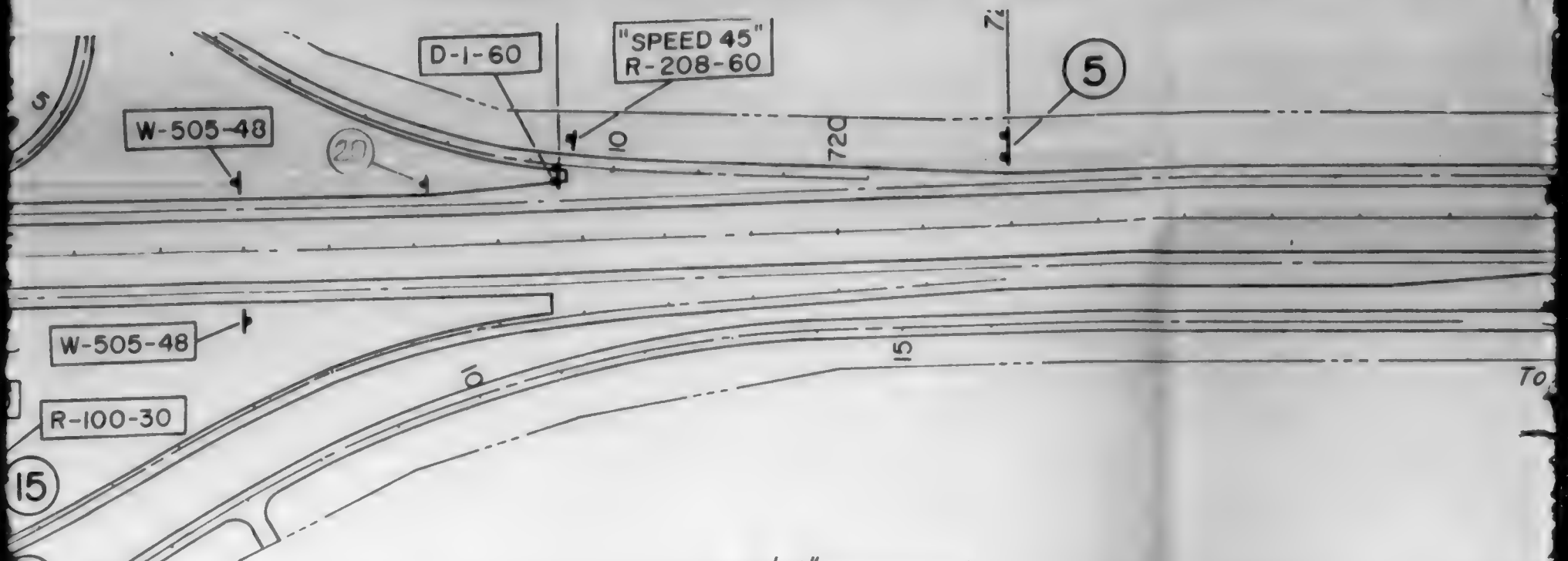
10'-0"
3'-6"
7 1/2"
1 1/2"
5"
5
7"
⇧ Gold Hill
Grants Pass ⇨
SOUTH
99
Sign (11)
Type "A"
NORTH
24"
99
5
24"
Type

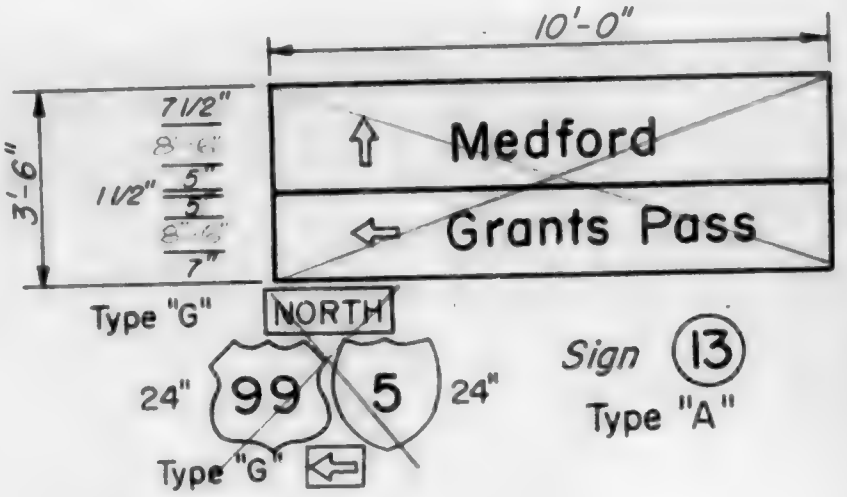

8'-0"
8"
8"
Foots Cr. ⇗
8" 6"
8"x12" Arrow
Sign (9)
Type "A"


11'-0"
3'-6"
7 1/2"
1 1/2"
5"
5
7"
⇦ Redwood Hwy.
Gold Hill ⇨
SOUTH
199
24"
Sign (12)
Type "A"
Salvage
On S-1

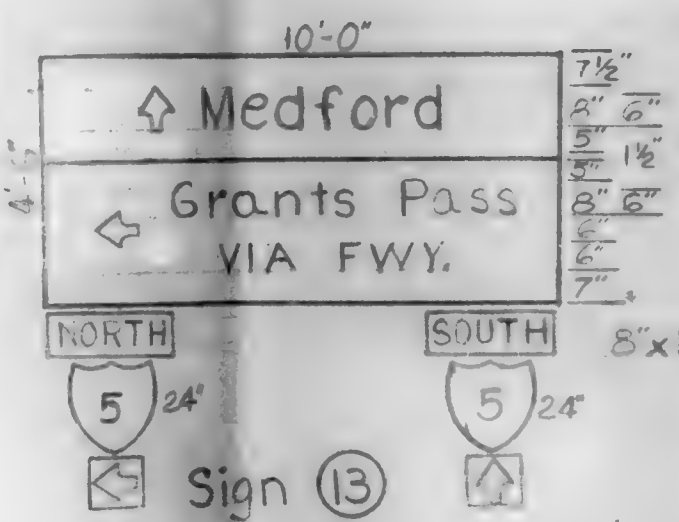

7'-0"
8"
8"
⇧ Medford
8" 6"
8"x12" Arrow
Type "G"
SOUTH
24"
99
5
24"
Sign (10)
Type "A"
Type "G"

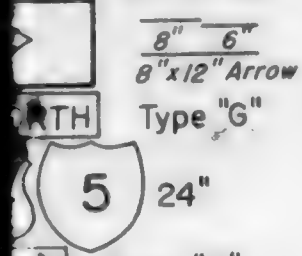

ROGUE RIVER HIGHWAY
GOLD HILL
LETTERING ONE SIDE
24"
99
Sign (12)

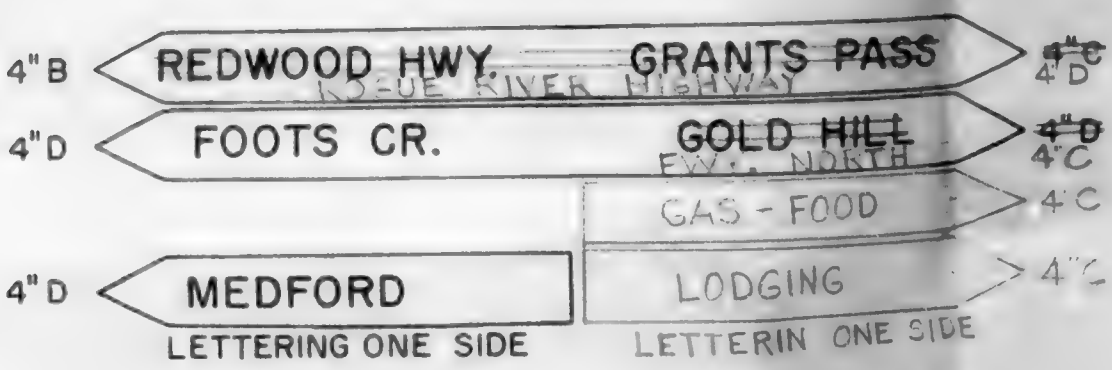


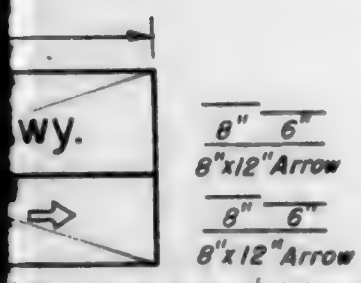


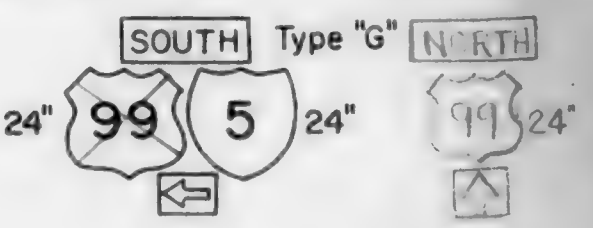
Sign (13)
Type "A"





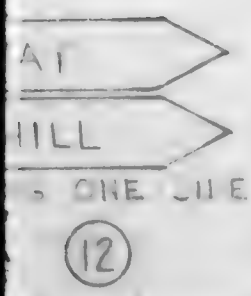






Sign (14)
Type "J"

Salvage & Use On Signs #8 & #13
On I-141

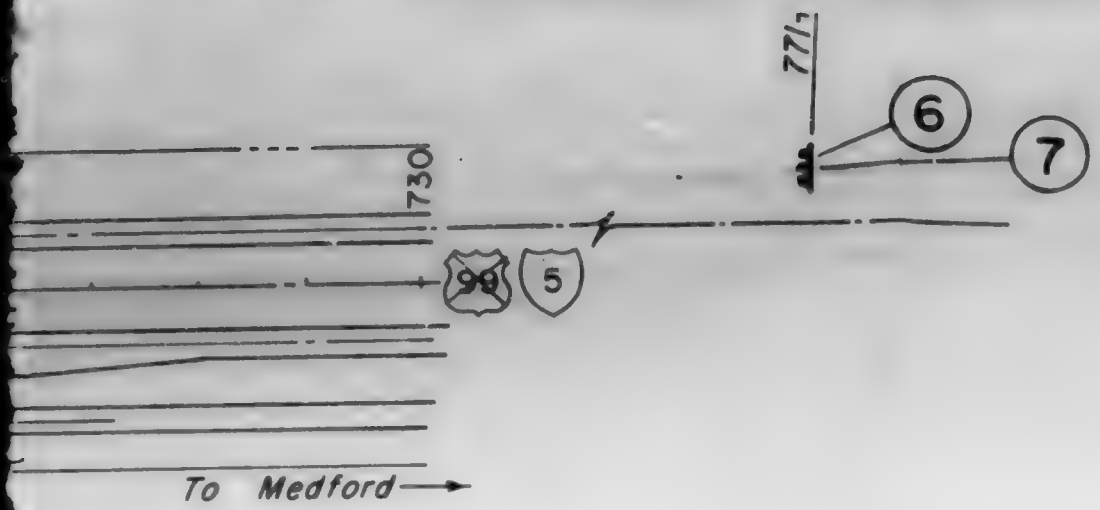


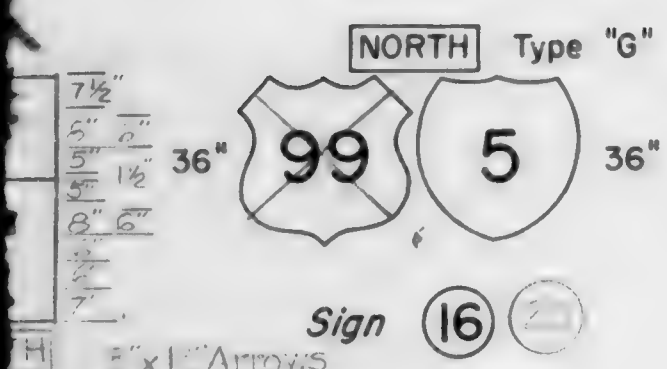
(12)

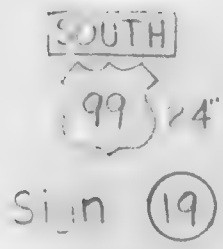
5"B GRANTS PASS MEDFORD 5"C
LETTERING ONE SIDE

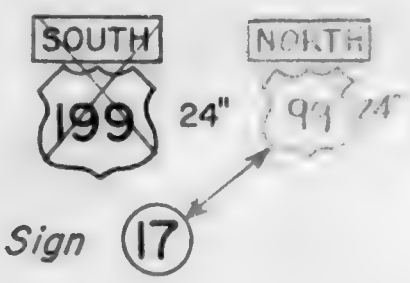
Sign (15)
Type "J"

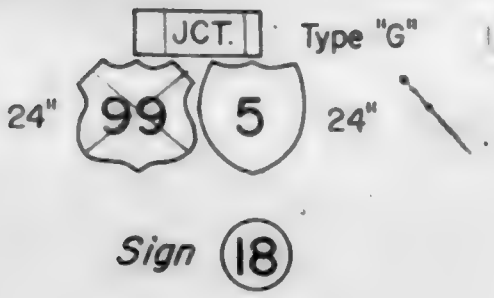
APPROVED:
TRAFFIC ENGIN
11/2/6
DATE











APPROVED:

L B Kendall

TRAFFIC ENGINEER

11/2/60

DATE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
EVANS CREEK - ROCK POINT SECTION
PACIFIC HIGHWAY (US 99) & (I5)
JACKSON COUNTY

DATE December, 1960

T.E.D. DWG. NO. S 140

RECEIVED
DEC 1961

FOR FILING

5934

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1961

To:

Memo to Mr. Cooper

SUBJECT: R. E. McManus Drainage Complaint
Evans Creek-Rock Point Section
Contract No. 5834
Jackson County

In reply to your request for information regarding the subject complaint, please be advised as follows:

1. On September 6, 1961, Robert McManus through his attorney, Jones, Reeder and Bashaw, Medford, Oregon, submitted a complaint to the State Highway Department in Grants Pass regarding alleged damage to water right and mining rights on property adjacent to the State-owned Footes Creek Bar which was set up as a prospective source of materials for the above-mentioned project.

2. This complaint was submitted by Mr. A. L. Chapman, Resident Engineer, to the Division office and the Division office made a report regarding the same on September 26, 1961.

3. On September 27, 1961, the Construction Department submitted a report to Mr. Leonard I. Lindas, Chief Counsel for the State Highway Commission , for a legal interpretation of the State's responsibility in this matter.

4. On October 18, 1961, Mr. L. I. Lindas, Chief Counsel, wrote a letter to Jones, Reeder and Bashaw, Attorneys at Law, Medford, Oregon, which stated that by the terms of the contract between the State of Oregon and Roy L. Houck Sons' Corporation the claim for damages should be directed to the contractor.

This is the way the situation now rests. I understand, however, that the attorneys for Mr. McManus have again written to Roy L. Houck Sons' Corporation under date of November 9, 1961 submitting a claim for $15,261.00 as loss and market value to real estate owned by Mr. McManus and loss of investment in mining claims. I have investigated and it seems that the Roy L. Houck Sons' Inc. ~~do not~~ carry liability insurance in this matter but that the Huggins Insurance Company of Salem does carry the

insurance policy for this company.

I believe this claim should be a continued liability of the Roy L. Houck Sons' Corporation. I will contact Mr. L. H. Young, Office Engineer, regarding the withholding of sufficient funds from the estimate on the Evans Creek-Rock Point contract to cover any claim which may be unsatified by the contractor.

F. D. Morgan
Construction Engineer

FDM:fp

Enc.

not sent file

DRAFT FOR MR. COOPER'S SIGNATURE

Mr. Glenn L. Jackson, Commissioner
c/o Pacific Power & Light Company
216 West Main Street
Medford, Oregon

OK R.L.P

Dear Mr. Jackson:

Reference is made to the claim of Robert McManus for alledged loss of irrigation water in connection with our contractor's operation in the Footes Creek Gravel Bar.

In 1952 the Highway Commission purchased about sixty acres along Footes Creek as a source of roadbuilding material. The conveyance contains no restrictions except that the grantors reserved a right to maintain a pipe line across the property. In the call for bids for the Evans Creek-Rock Point Section, this area was made available to the contractor, although he was not required to use it.

The contractor was Ray L. Houck Sons' Corporation, and they did elect to produce most of the required material from this source. They did, however, acquire some additional property at their own expense as a supplement to the State owned area. Section 1.7.16 of the Standard Specifications, which are a part of this contract, places the responsibility for any damage that might occur in connection with any phase of the construction operations on the contractor.

Mr. McManus' attorneys, Jones, Reeder and Bashaw, have contacted our legal department and were advised that any such claim should be made to the contractor. We have information that such a claim has been filed and that litigation has been threatened in case the claim will not be paid.

Do not send: discussed with Mr. Cooper 11/21/56 Porter

NOTED R. L. PORTER

NOTED R. L. PORTER

We are not able to pass on the validity of the McManus claim, but from what information is available, it seems to be a matter of some question. At any rate, if the ~~matter~~ claim has justification it is an obligation of the contractor.

FC

RLP:ajw

JONES, REEDER & RADSHAW

November 9, 1961

Roy L. Houck Sons Corp.
1585 20th Street N. E.
Salem, Oregon

Attention: President

Re: Mr. R. E. McManus, Route 1, Box 339, Gold Hill, Oregon
Loss and Damage to Irrigation, Land Values and Mining and Water Rights

Gentlemen:

You will recall that on or about August 31, 1961, I conferred on the telephone with your Mr. Hunter and either Mr. C. T. Houck or Mr. James Houck. We discussed the operation that was conducted near the McManus property that diverted water and the stream rendering his water, irrigation and mining rights almost valueless. I believe you disclaimed any responsibility or liability at that time on the basis that you were merely acting as an agent of the State of Oregon Highway Department. According to Mr. McManus, you had, however, made certain representations to him that the water and irrigation would be replaced and his mining rights would not be affected adversely by the operations of the company. I took this matter up with the Oregon State Highway Department and was informed that by virtue of the terms of the contract specifications it would be proper for us to direct our claim to the contractor involved.

Under these circumstances we have no choice but to file an action against Roy L. Louck Sons Corp. for the loss and damage caused to the McManus property. Mr. McManus has had his loss and damage appraised by an independent appraiser who has determined that the total loss to the owner is in the amount of $15,261.00, which amount is broken down as follows:

Loss and market value to real property owned in fee by Mr. and Mrs. McManus	$ 5,300.00
Loss of investment in mining claims	$ 9,961.00

If your company, or a claims representative of your company, is willing to discuss this matter with us with a view toward a compromise settlement, please let us know within the next two

Roy L. Houck Sons Corp. November 9, 1961

Re: R. E. McManus

weeks. In the event I do not hear within that period of time I will have no alternative but to file an action for the above amounts on behalf of Mr. and Mrs. McManus.

Very truly yours,

JONES, REEDER & BASHAW

Stanley C. Jones, Jr.

SCJ:ef
cc Roy L. Houck Sons Corp.
Division Construction Office
Grants Pass, Oregon

cc Mr. and Mrs. McManus
Route 1, Box 339
Gold Hill, Oregon

1-8-4-E4

FORM E 123 A 50M 1 61

COMMISSIONERS
M K McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 18, 1961

Jones, Reeder & Bushaw
Attorneys at Law
204 Fluhrer Building
Medford, Oregon

Attention: Stanley J. Jones, Jr.

Re: Robert McNamus v. Oregon State Highway Department and Houck & Sons. Irrigation and Mining Water Rights.

Dear Stan:

After receiving your letter in connection with the above matter, I asked for a report from our Engineering Department, and as a result, it appears to me that by virtue of the terms of our contract specifications that it would be proper for you to direct your claim to the contractor involved.

If this office can be of any further help to you, please do not hesitate to call upon us.

With kind regards,

I. I. LINDAS
Chief Counsel

IIL:ic
cc: Forrest Cooper
R. D. Berger
C. H. Young

ON

1961

1-8-4-E-4

Salem, Oregon
September 27, 1961

McManus Water Right
Foots Creek
Evans Creek-Rock Point Section
Contract No. 5834

Mr. Leonard I. Lindas
Chief Counsel
OFFICE

I am forwarding herewith a copy of claim from Stanley C. Jones, Jr., Attorney, representing Robert McManus. This claim is for the diversion of water away from Mr. McManus' storage pond used for an irrigation and mining source. It is claimed that this diversion was a result of our contractor's activities incident to the production of aggregates for the surfacing and concrete paving of the subject named section of highway.

We have had an investigation made into the complaint and I forward herewith a copy of the resident engineer's report and Assistant Division Engineer Chandler's report. From their reports, it appears that work incident to the removal of materials from this material source certain contributed to the drying up of Mr. McManus' pond. Also forwarded for your information is a copy of Mr. McManus' water right for the service of certain of his property. Our deed to the gravel bar property does not have any restrictions on use nor does it contain any easement in connection with this water right. The contractor did not restrict his activities to the State-owned property and removed material above the State-owned property which could have influenced the drying up of the storage pond.

It appears to me that under Article 7.17 of the General Specifications also sets forth the contractor's liability. I forward herewith for your orientation a sketch map showing the probable [illegible] with 10 photographs illustrating the various points given in the reports. From an engineering standpoint, water can be restored to the storage pond for about $[illegible] with a more elaborate installation which would assure its continued good operating characteristics for $2,400.

It appears that the legal aspects of this matter far outweigh the engineering aspects and this is referred to you for a determination of our liability and a reply to Mr. Stanley C. Jones, Jr. Please favor us with a copy of your letter to Mr. Jones.

Our quarry source on Foots Creek was acquired under Right of Way File Nos. 19245 and 19246, Drawing No. 1-C-11-20.

Tom Edwards
Construction Engineer

BY

B. Young
Assistant Construction Engineer

cc: Yelp

cc: Forest Supervisor
F. E. Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 26, 1961

SUBJECT: McManus Water Right
Foots Creek

To: Tom Edwards
Construction Engineer
Salem, Oregon

I enclose herewith report from Al Chapman, Resident Engineer on the Evans Creek-Rock Point Surfacing just completed. This report concerns the claim of Mr. R. E. McManus who owns property across the county road from our Foots Creek Gravel Bar which was the source of aggregate for the project. Mr. McManus claims and I believe his claim to be correct that his water supply which he used for both irrigation above the highway and for minor mining operations has been impaired. Accompanying this report are pictures A thru J inclusive illustrating different points possibly affecting this subject on the enclosed map which Mr. Chapman has drawn up.

This map shows the upper part of our excavation area for this project extending from some distance above the crushers and a short distance below Mr. McManus's pond or sump where his pipe was located to the upper end of the state property and on beyond into an area privately and from which the Houck Corporation secured some aggregate for the project.

Mr. Chapman's report is the result of inspections on the ground by himself accompanied once by myself and includes allegations and opinions from Mr. McManus and from personnel of the Houck Company.

Mr. McManus' reasons as stated in the bottom part of Mr. Chapman's first page are as follows:

At location "A" he thinks the deep excavation in this area helped to drain his storage pond. I agree with Mr. Chapman that the water level here was too far below the bottom of his pond prior to any excavation for it to have any effect upon the pond. I also agree that the haul road ("C") across the intake to the pond has very small bearing at the present time. There is probably no water available to put into the upper end of the intake, however it could be restored by a small amount of work in digging out the haul road across it. I also agree that the diversion ditch excavated between

September 26, 1961

Tom Edwards
Construction Engineer

points "D" and "E" by the contractor impounding the supply of water to his plant and his washing facilities of the water previously been worked over of water in McManus' pond. The whole bar area has previously been worked over by a gold dredge or dredges. The rigs and plant equipment and in order to insure water to float them in the mining operation, excavation into the gravel bearing area which they intend to work and construct generally by the use of clay materials a dike which will impound the water. Several of these were built at approximate right angles to the general line of the bar, and some of them could have and possibly were broken through in operations such as the diversion between "D" and "E" and the excavation for sand and "H", "I" and "J" on the upper end of the state property and beyond it on private property. I see no remedy for the loss of this water except the construction of similar dikes to those constructed by the mining Company, or as Mr. Chapman states by moving the pump. Another possible but somewhat doubtful remedy would be to deepen thepond. If successful this would be one of the cheaper methods.

It is probable that Mr. McManus is entitled to restoration of his supply of water. The matter as to whether the contractor or the state is liable is a matter upon which it is my belief we need a legal opinion. The fact that the contractor excavated above the state property for sand also could have a bearing on the problem. I believe that a consultation should be had with our attorneys, the matter gone into on the ground and the next step to be taken indicated at that time.

L. R. Chandler
Ass't Division Engineer

LRC:lf
Attach.

Salem, Oregon
September 11, 1961

Evans Creek-Rock Point Section
Pacific Highway
Contract No. 5834

Mr. I. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith a copy of a letter from Mr. Stanley C. Jones, Jr. [illegible] Robert Thomas.

Will you please have an investigation made into the matters brought to Mr. Jones' [illegible] and give this office a report with a sketch map of your recommendations.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:lo

Enc.

cc: L. L. Lindaa

STANLEY C. JONES, JR
JOEL B. REEDER
E. R. BASHAW

JONES, REEDER & BASHAW
ATTORNEYS AT LAW
304 FLUHRER BUILDING
POST OFFICE BOX 567
MEDFORD, OREGON

TELEPHONE
SPRING 3-8434

September 6, 1961

Oregon State Highway Commission
Highway Building
Salem, Oregon

Attention: Engineering Department

Re: Robert McManus vs. Oregon State Highway Department and Houck and Sons
Irrigation and Mining Water Rights
Property Affected in Sec. 2, Township 37 South, Range 4 West, Willamette Meridian, Jackson County, Oregon.

Gentlemen:

Mr. McManus has 51.54 acres of land in Jackson County in the section, township and range above described, of which 11.54 acres is owned in fee and 40 acres is held under mining claims. He uses this land for farming and mining and has done so for many years.

Last year, Houck and Sons, acquired from the Oregon State Highway Department certain gravel and material deposits near and adjacent to the McManus property. In processing the material Houck and Sons used, and returned to the creek, water from the left fork of Foots Creek and from Foots Creek which has and still does divert water from the irrigation and mining use of Mr. McManus. In addition thereto the contractor apparently has lowered the ground level causing a diversion of surface and sub-surface waters so that Mr. McManus' irrigation pond no longer fills.

At the commencement of the project Mr. McManus had been assured that the water would be restored so that he would not be damaged or adversely affected. So far this has not been done. It would be appreciated if one of your department could investigate this matter to see if Mr. McManus' irrigation and mining water rights can be restored to him. If there are any questions about this matter that I might be able to answer please do not hesitate to write or call me.

Very truly yours,

JONES, REEDER & BASHAW

Stanley C. Jones Jr.

Stanley C. Jones, Jr.

SCJ:ef
cc Al Chapman
Mr. Bray

OREGON STATE HIGHWAY DEPARTMENT

...TER DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
September 5, 1961

SUBJECT McManus Water Right
Foots Creek

F. D. Morgan
Division Engineer
Roseburg, Oregon

About the time our contractor completed crushing operations on the Foots Creek Gravel bar Mr. R. E. McManus called me to complain about his water right on Foots Creek. I went over the area with Mr. McManus and he showed me his irrigation set up and gave his reasons for his complaint which is briefly: He had plenty of water before our contractor's operations, he has very little water now and he wants either Roy I. Houck Sons' Corporation or the State Highway Department to insure a supply of water to his storage pond. I told Mr. McManus I would investigate and make a report which I submit herewith.

Enclosed are copies of Mr. McManus's water rights, pictures and a sketch map of the irrigation facilities and excavations that might affect the flow of water to the storage pond. The location and direction of these pictures are shown on the sketch map and are as follows:

"A" Area excavated for sand below storage pond.
"B" Storage pond and pump
"C" Contractor's haul road where constructed across "intake"
"D"&"E" Water Diversion excavation by contractor
"F" Contractor's haul road through area where no material was taken
"G" Main channel of Foots Creek
"H" Area excavated for sand on State property
"I"&"J" Areas excavated for sand on private property

Mr. McManus gave four reasons why our contractor's operations affected his supply of water. First, at location "A" he thought the deep excavation in this area failed to drain his storage pond. However, since the water level here was below the bottom of his pond prior to excavation work I do not believe this work could affect flow from the pond. Second, at "C" the contractor's haul road across an intake lateral that diverted water to the pond. This may have some bearing on the water flow but Mr. McManus could restore lateral to it's former condition would not [illegible] water to the pond. Third, at location "D"&"E" where the contractor excavated [illegible] to increase flow of water

in Foots Creek which was needed at the plant. This ditch could have some affect on the flow of water to the storage pond. Fourth, the excavations for sand at locations "H" on state property and "I"&"J" on private property. This excavation work, in my opinion, is the main cause of diversion of water from the storage pond.

The water which ran along the northeasterly side of the gravel deposit and which Mr. McManus claims fed his pond runs on top of the sand deposit and seeps through the gravel, topsoil etc. and only occasionly could be seen on the surface.

I have dotted in with blue pencil the course of water diverted from the northeasterly side of the bar through the excavations made for sand and on into Foots Creek channel. This course can be easily traced on the ground. As you can see the initial diversion was made on private property where the state could not be held responsible..

A. L. Chapman
Resident Engineer

Recording Division
Received
SEP 6 1961
ADE | ADE | DOE

ADDENDUM: Report on McManus Water Right
Foots Creek Gravel Bar

When I first talked with Mr. McManus about his water right he stated that he had contacted Mr. Carlos Houck and Mr. Bob Hunter of Ray L. Houck Sons' Corporation before they started excavation of gravel materials that could affect his water supply. He claims they promised to repair his facility if damaged by their operations and in return he agreed not to irrigate this summer. However both Mr. Houck and Mr. Hunter deny any such promise. They say they merely suggested that if his water supply was interrupted it could probably be restored by deepening the storage pond. Mr. McManus was a bit vague about just what they had promised to do but he assumed they would restore his irrigation facility as good as it was before their operations.

When Mr. McManus contacted our contractors, Mr. Carlos Houck asked me about the water right. I checked the records in Medford and verified his right to take water from Foots Creek. However our deed records showed no restrictions or easement in connection with this water right. As the intake lateral constructed on state property was practically dry and Mr. McManus was securing very little, if any water from this source, Mr. Houck decided to construct his haul road across the intake lateral as shown on the sketch.

When I talked with Mr. McManus after our contractors had completed work on Foots Creek and he had started his claims I contacted Mr. Carlos Houck and he again denied any promises made to Mr. McManus, also they felt they had no further responsibility as regards the water right and would do nothing to restore water to the storage pond unless ordered to by the State Highway Department or action of the courts.

Mr. Houck agreed that it would be a small matter to clean out the intake lateral but as we do not believe this would restore the water supply he declined to do this work as he thought this might admit to a responsibility which he felt was not his.

I have made some study of what it might take to restore the supply of water. I believe the simplest solution would be to move the pump to a location where the water supply is ample, either in Foots Creek proper or the pond created by our contractor's operations just below the storage pond. Mr. McManus feels this would not be satisfactory as floods in the area would necessitate removing both pump and pipe and he uses this water for mining during the winter months as well as for irrigation.

Another solution would be a ditch from about location "D" (on the sketch map) through location "C" and connecting with intake lateral near the storage pond. This would cost about $900.00 and would probably not be permanent due to flood action. To install drain pipe and backfill to insure a permanent installation would cost an additional $1,500.00.

← To U S 99

FOOTS CREEK COU

Pump

Storage Pond

State Property Line

Contractor's Haul Road

← To Plant

A

Excavated For Sand

T 37 S., R 4 W., WM.

COUNTY ROAD

Storage Pond

B

C

1

12

2

11

E

No

Water Diversion Excavation

FOOTS CREEK

D

State Property Line

No Material Removed From This Area

State Property Line

F

Seeps

Line 7

G

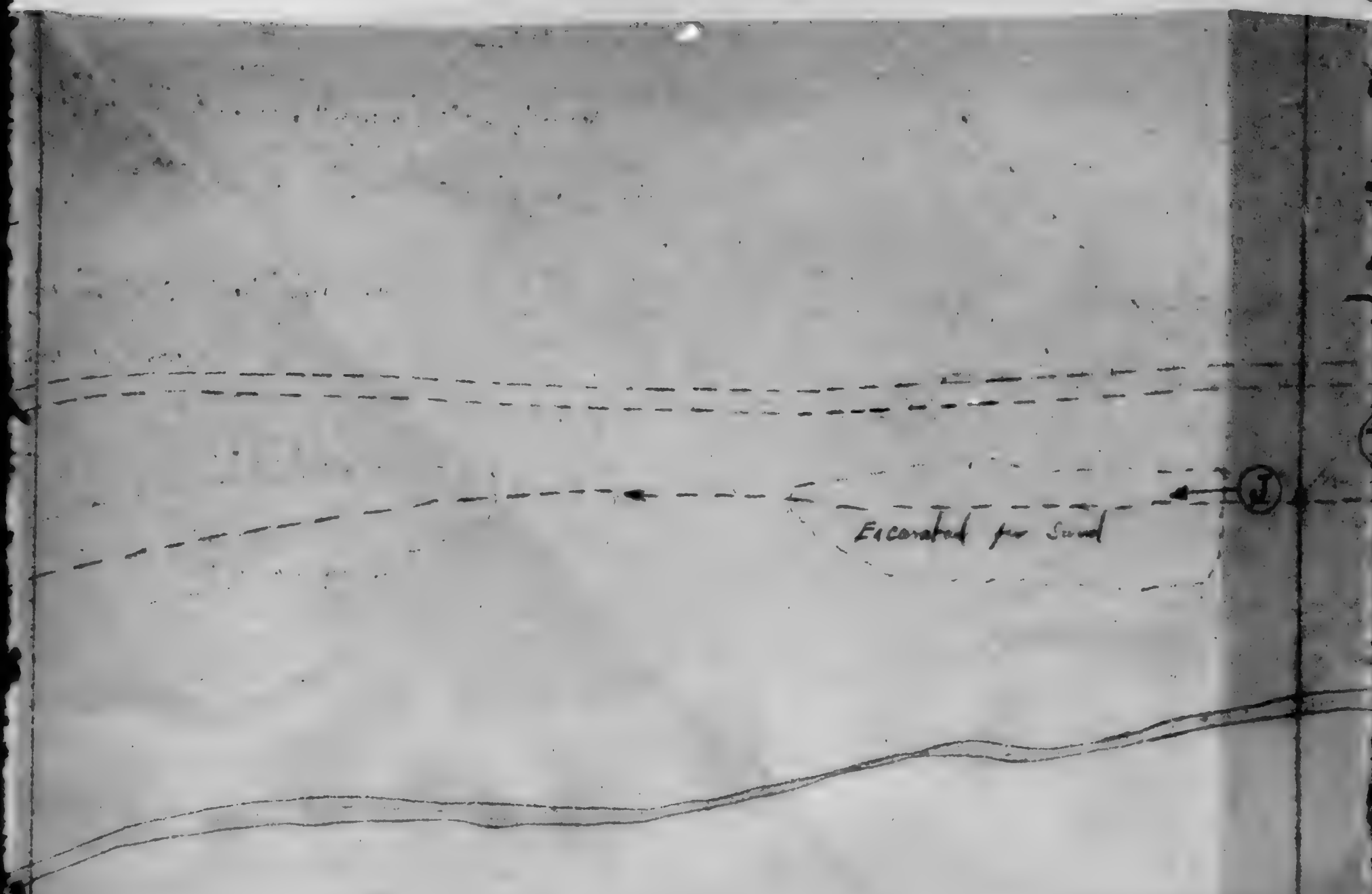
End of State Property

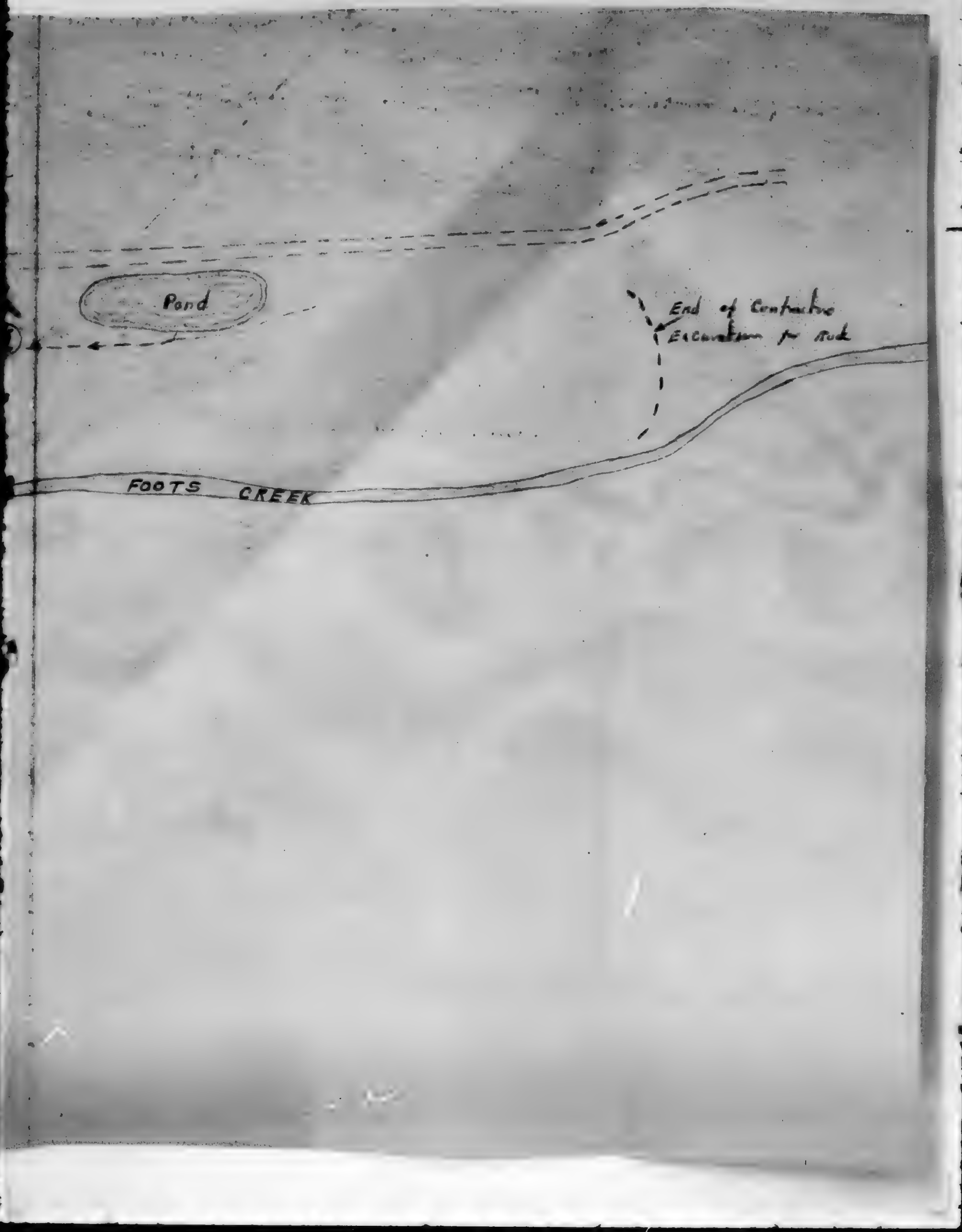
Excavated for Sand

Seeps through roadway

I

H


Excavated for Sand


Pond
End of Contractor
Excavation for Rock
FOOTS CREEK

RECEIVED
DEC 18 1961
FOR FILING

5824

Salem, Oregon
December 15, 1961

Destruction of
R. E. Holtzman' facilities
Jackson County

Mr. F. D. Morgan
Construction Engineer
O F F I C E

I write this as a memo of my call this date re a controversy in connection with the Ray Houck contract on the Rogue River in Jackson County.

Mr. R. E. Holtzman has complained to Commissioner Jackson that he has been unable to get satisfaction from Mr. Houck re the destruction of some of Holtzmans' facilities.

Please give me a report and also follow up to see that the State has done everything that must be done in cases of this kind.

Forrest Cooper
State Highway Engineer

FC:fh

cc C. S. Paulsen
R. L. Porter

RECEIVED
NOV 21 1961
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

November 17, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5431

G. C. Polk, Division Engineer
08-35.2 Salem, Oregon

Oregon Project I-5-1(9)44
Evans Creek-Rock Point
Signing Changes

Mr. Crandall's letter of November 16, 1961 requested our concurrence in a change of specifications for the route shield assemblys used on Type "A" Signs. These changes will conform to the requirements outlined in the new manual on Uniform Traffic Control Devices.

This office concurs with your request.

orig to: Crandall

RECEIVED
OCT 23 1961
FOR FILING

October 20, 1961

Roy L. Hoosh Sons' Corp.,
1588 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 20, 1961, had under discussion your request for an increase of 30 additional workdays from 123 days to 153 days within which to complete your contract #5836, without the assessment of liquidated damages, for grading-paving-structure-signing on the Evans Creek-Rock Point Section on Pacific Highway in Jackson County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request, subject to concurrence of the Bureau of Public Roads.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: T. D. Morgan
A. L. Chapman
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
OCT 19 1961
FOR FILING
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
I-5-1(9)44

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 18, 1961

Jones, Reeder & Bashaw
Attorneys at Law
204 Fluhrer Building
Medford, Oregon

Attention: Stanley C. Jones, Jr.

Re: Robert McManus v. Oregon State Highway Department and Houck & Sons. Irrigation and Mining Water Rights.

Dear Stan:

After receiving your letter in connection with the above matter, I asked for a report from our Engineering Department, and as a result, it appears to me that by virtue of the terms of our contract specifications that it would be proper for you to direct your claim to the contractor involved.

If this office can be of any further help to you, please do not hesitate to call upon us.

With kind regards,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Forrest Cooper
F. D. Morgan
L. H. Young

NOTED
FORREST COOPER
RECEIVED
OCT 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1961

FOR FILE

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: October 18, 1961

5834

FROM : C. C. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-1(9)44
Evans Creek-Rock Point Section
Pacific Highway
Contract No. 5834

Reference is made to your letter of October 16, 1961 relative to the contractor's request for a 30 day extension of time on the subject project.

For the reasons given in your letter we concur with your denial of the requested extension of time.

Copies to:
Baxter
Edwards

RECEIVED
FOREST COOPER

RECEIVED
OCT 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1961
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

October 18, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5134

C. E. Fyfe, Division Engineer
08-35.2 Salem, Oregon

Oregon Projects I-80N-3(19)84, The Dalles-Big Eddy
I-5-6(5)298, S.W. Lowell St.-S.W. 11th Ave.
I-5-1(9)44, Evans Creek-Rock Point 5134
Signing Specifications (Gloss rating)

Your letter, dated October 13, 1961, requested that this office approve a deviation from contract specification on the subject projects. The contract specifications for Type "A" Signs specify a gloss rating of 68 to 73 units when read at a 60 degree angle. The latest revisions in signing specifications which are now in use specify a gloss rating of 50 to 70 units when read at a 45 degree angle. The revised upper limits on gloss ratings when read at a 45 degree angle correlates with the higher gloss rating of 95 units at a 60 degree angle found on the porcelain enameled sign faces for the subject projects.

Since the higher gloss rating does not result in a less desirable product and cannot be detected by visual inspection we therefore concur in the requested deviation.

Porter Crandall

N. D. L. D.
FORREST COOPER

RECEIVED
OCT 13 1961
FOR FILING

October 13, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

The specified gloss rating for Type 'A' signs (porcelain enamel on aluminum extrusions) is from 60 to 73 units. The gloss rating on the signs installed on the projects listed below is as follows:

COLUMBIA RIVER HIGHWAY

Project	Highway Section	Gloss Rating
I-80N-3(19)54	The Dalles-Big Eddy	95

PACIFIC HIGHWAY

Project	Highway Section	Gloss Rating
I-5-6(5)[illegible]	S.W. Lowell St.-S.W. 11th Ave.	95
I-5-1(9)44	Evans Creek-Rock Point	38

Although the specified gloss rating is exceeded in each case, the higher gloss rating will give greater durability without hindering the visibility of the signs. Considering that the gloss rating specified in more recent contracts has been increased to 70-90 units, it is requested that you approve the deviation from contract specifications and acceptance of the signs with the higher gloss rating.

Very truly yours,

P. M. Stephenson
Acting State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
DRA:pk ms

RECEIVED
OCT 18 1961
FOR FILING
5814

October 17, 1961

Request for Extension of Time
No. 3
October 20, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Grants Creek-Rock Point Section of the Pacific Highway, Contract No. 5(3)4, has requested that his work time be increased 30 days. The contractor on this project is the Ray L. Smith Sand Corporation. He lists two reasons to support his request.

The first reason is that his subcontractor was delayed due to the strike this summer. This reason is invalid, inasmuch as we took into account the effect of the strike upon the contractor and his subcontractors when originally charging workdays.

The second reason is that we did not allow enough workdays for the completion of the project in the specification time. This reason is also invalid under the contract.

It is, therefore, recommended that the request for an extension of time from 143 days to 153 days be denied, and we have asked the Bureau of Public Roads for its concurrence in this.

This matter will be on the agenda for the October 20 meeting.

Very truly yours,

H. C. Williams
State Highway Engineer

FBK:fp me

Enclosure

cc Tom Edwards
R. L. Porter
C. H. Maison

RECEIVED
OCT 10 1961
FOR FILING

October 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 4, 1961, on Contract No. 5834, Evans Creek-Rock Point Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(9)44.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
SEP 28 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1961

5834

To:
Mr. Leonard I. Lindas
Chief Counsel
O F F I C E

SUBJECT: McManus Water Right
Foots Creek
Evans Creek-Rock Point Section
Contract No. 5834

I am forwarding herewith a copy of claim from Stanley C. Jones, Jr., Attorney, representing Robert McManus. This claim is for the diversion of water away from Mr. McManus' storage pond used for an irrigation and mining source. It is claimed that this diversion was a result of our contractor's activities incident to the production of aggregates for the surfacing and concrete paving of the subject named section of highway.

We have had an investigation made into the complaint and I forward herewith a copy of the resident engineer's report and Assistant Division Engineer Chandler's report. From their reports, it appears that work incident to the removal of materials from this material source certain contributed to the drying up of Mr. McManus' pond. Also forwarded for your information is a copy of Mr. McManus' water right for the service of certain of his property. Our deed to the gravel bar property does not have any restrictions on use nor does it contain any easement in connection with this water right. The contractor did not restrict his activities to the State-owned property and removed material above the State-owned property which could have influenced the drying up of the storage pond.

It appears to me that under Article 1.7.16 of the General Specifications also sets forth the contractor's liability. I forward herewith for your orientation a sketch map showing the problem along with 10 photographs illustrating the various points given in the reports. From an engineering standpoint, water can be restored to the storage pond for about $900 with a more elaborate installation which would assure its continued good operating characteristics for $2,400.

It appears that the legal aspects of this matter far outweigh the engineering aspects and this is referred to you for a determination of our liability and a reply to Mr. Stanley C. Jones, Jr. Please favor us with a copy of your letter to Mr. Jones.

Our quarry source on Foots Creek was acquired under Right of Way File Nos. 19245 and 19246, Drawing No. 10C-11-20.

Tom Edwards
Construction Engineer

BY L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Encl.

cc Forrest Cooper
F. D. Morgan

RECEIVED
SEP 27 1961
STATE ENGINEER

STANLEY C. JONES, JR
JOEL B REEDER
E R BASHAW

JONES, REEDER & BASHAW
ATTORNEYS AT LAW
204 FLUHRER BUILDING
POST OFFICE BOX 587
MEDFORD, OREGON

TELEPHONE
SPRING 3 8434

September 6, 1961

Oregon State Highway Commission
Highway Building
Salem, Oregon

Attention: Engineering Department

Re: Robert McManus vs. Oregon State Highway Department and Houck and Sons
Irrigation and Mining Water Rights
Property Affected in Sec. 2, Township 37 South, Range 4 West, Willamette Meridian, Jackson County, Oregon.

Gentlemen:

Mr. McManus has 51.54 acres of land in Jackson County in the section, township and range above described, of which 11.54 acres is owned in fee and 40 acres is held under mining claims. He uses this land for farming and mining and has done so for many years.

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At the commencement of the project Mr. McManus had been assured that the water would be restored so that he would not be damaged or adversely affected. So far this has not been done. It would be appreciated if one of your department could investigate this matter to see if Mr. McManus' irrigation and mining water rights can be restored to him. If there are any questions about this matter that I might be able to answer please do not hesitate to write or call me.

Very truly yours,

JONES, REEDER & BASHAW

Stanley C. Jones Jr.

Stanley C. Jones, Jr.

SCJ:ef
cc Al Chapman

RECEIVED
SEP 28 1961
FOR FILING

I-5-1(1)44

5834

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 26, 1961

SUBJECT: Evans Creek-Rock Point Sec.,
Jackson County
Contract 5834

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

In regard to your letter to Mr. Jones, City Recorder for Gold Hill, we wish to advise that the signs at the Rock Point Interchange are all in place as of this date.

J. F. Putnam
Asst. Division Engineer

JFP:ds

copy to Crombie
9-27-61

RECEIVED
SEP 25 1961
FOR FILING
I-5-1(5)-47
5934

Salem, Oregon
September 25, 1961

Mr. G. W. Harra
Engineer of Materials

Attached is a copy of a letter from the Bureau of Public Roads, with reference to the 80-100 material in the asphaltic pavement of the Evans Creek-Rocky Point Section of the Pacific Highway in Jackson County.

You will note that the Bureau serves notice of refusal to participate on projects awarded prior to the notification of change in specifications.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

Attachment

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 15, 1961

Attention: Mr. G. S. Paxson

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-1(9)44, Evans Creek-Rock Point Section
Pacific Highway
Contract No. 5834

Reference is made to your letter of September 11, 1961 relative to A.C. paving materials on the subject project.

We were advised of your modification of the specification, dated March 1961, which changed the requirements of the 80-100 material in asphaltic concrete paving aggregates. However, we consider that the modification pertains only to those projects advanced to the contract stage subsequent to its effective date. The contract for the subject project was awarded on January 27, 1961.

It appears quite evident that the job mix for this project was designed slightly outside of contract specifications. While this small deviation from specifications does not, in our opinion, impair the quality of the end product, we are placed in an unenviable position of either refusing full Federal participation in the cost of the materials or of granting full participation in the cost of materials which do not, in all respects substantially comply with contract specifications.

We are favorably considering granting full participation on this project, but you are hereby advised that full Federal participation will not be granted in the future in similar cases, unless we have approved a modification of the contract specifications prior to the implementation of such modification.

Your attention is also directed to our letter of May 4, 1961 concerning materials on Project F-109(9), Davis Slough Section of the Oregon Coast Highway.

NOTED
G. S. PAXSON

RECEIVED
SEP 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 18 1961
FOR FILING

5934

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1961

To:
Mr. W. T. Wright
Right of Way Engineer
O F F I C E

SUBJECT: Gold Recovery
Evans Creek-Rock Point
Contract No. 5834
Jackson County

I forward herewith a check for $100.81 which is the State's share as per our agreement with the contractor for gold recovery incident to his crushing operation.

I attach hereto a report from Mr. A. L. Chapman, resident engineer on the project, who comments on the gold recovery operation. Inasmuch as this matter was handled by your Right of Way Department, we are handing you the check to conclude the business.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:jk:fp

Enc.

cc Forrest Cooper
C. H. Maison
F. D. Morgan

NOTED
FORREST COOPER

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SEP 15 1961
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STATE HIGHWAY ENGINEER

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September 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Evans Creek-Rock Creek Section
Pacific Highway
Jackson County

Dear Sir:

Reference is made to your memorandum of September 15, 1961 concerning materials and compaction in the asphaltic concrete pavement on the above section. A modification of the specification which required 3 per cent of the 80-200 material was made early in this year. The requirement is now 2 per cent to 6 per cent for this material. I understand your office was advised of this change. The laboratory advises that the control on the contractor's operations was quite close, as is indicated by the conformity of the material to the actual setting of the job mix. The average of six samples is as follows:

	Size %	Size %	Size %	A.C.
Job Mix	3"-¼"-40.7	¼"-#10-30.0	#10-#200-24.3	5.0
Lab. extracted Ave.	3/4"-¼"-40.3	¼"-#10-29.0	#10-#200-25.7	5.0
Field extracted Ave.	3/4"-¼"-40.1	¼"-#10-30.1	#10-#200-24.9	4.9

We have taken 18 cores of the pavement and find that 10 of these show compaction better than 92 per cent, 8 of the samples being deficient in this compaction requirement. The sections are being re-rolled and additional cores will be taken.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPrae

cc to: Mr. W. C. Williams, Mr. Fred Klaboe, Mr. G. W. Harra

FORM E30—50M—6-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1961

SUBJECT: Evans Cr. - Rock Pt. Sect.
Pacific Highway
Contract # 5834

To: G. S. Paxson
Salem

In reply to Mr. Polk's memorandum concerning deficiencies in the asphaltic concrete pavement on the subject project, consideration should be given to a slight change made in our specification for gradation of asphaltic concrete. Difficulty had been experienced, in some instances, in obtaining 3 per cent 80 - 200 material without resulting in an excess of 200 minus. A more realistic specification resulted by changing the specified amount of 80 - 200 material required in the mix from 3 - 7 per cent to 2 - 6 per cent. This change was made early in 1961 and work performed this season has been in accordance with this revision. The United States Bureau of Public Roads was advised of this change.

The consistent deficiency of #80 to #200 material mentioned is slightly low, based on the old specification of 3 to 7 per cent required. The job average is 2.5 per cent which is within the new tolerance of 2 to 6 per cent, with no sample showing less than this specified minimum. Close control was held of the contractor's operation during this job as indicated by the conformity of mix samples to the job mix formula as designed.

	Size %	Size %	Size %	A.C.
Job Mix	$\frac{3}{4}$"-$\frac{1}{4}$"=40.7	$\frac{1}{4}$"-#10=30.0	#10-P#200=24.3	5.0
Lab. Extracted Ave.	$\frac{3}{4}$"-$\frac{1}{4}$"=40.3	$\frac{1}{4}$"-#10=29.0	#10-P#200=25.7	5.0
Field Extracted Ave.	$\frac{3}{4}$"-$\frac{1}{4}$"=40.1	$\frac{1}{4}$"-#10=30.1	#10-P#200=24.9	4.9

Relative to the deficiency in pavement compaction, ~~fifteen~~ 18 cores were taken with ten being above the specified 92 per cent and ~~five~~ being less. Since no request has been made of this office, by the Division for taking additional cores, my assumption is that no furthur rolling has been employed.

G. W. HARRA
Engineer of Materials

GWH:vs

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STATE HIGHWAY ENGINEER

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SEP 7 1961
FOR FILING

Salem, Oregon
September 6, 1961

Mr. G. W. Harra

Evans Creek-Rock Point Section
Pacific Highway
Contract No. 5834

Herewith a memorandum from the Bureau of Public Roads concerning deficiencies in asphaltic concrete pavement on the above-cited section.

Will you please prepare an answer to this letter.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM CD-121
(9-22-60)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 5, 1961

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(9)44, Evans Creek-Rock Point Section, Pacific Coast Highway, Contract No. 5834

Reference is made to the State Laboratory reports on the asphaltic concrete pavement for the subject project.

Sixteen reports on the gradation and asphalt content have been reviewed by this office. All the reports indicated the samples were deficient by from 0.2% to 1.0% of materials meeting the specified minimum requirements of 3% passing the No. 80 and retained on the No. 200 sieve. Three samples contained an excess of from 0.5 to 5.4% retained on the No. 4 sieve.

Four of the five compaction reports reviewed indicated that the minimum specified compaction of 92% was not attained.

Please advise the reason for the consistent deficiency of the 80 to 200 material in the asphaltic concrete mix.

Will you also advise whether additional rolling was accomplished to obtain the required compaction.

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RECEIVED
JUN 28 1961
FOR FILING

5734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 27, 1961

To: C. H. Maison
Chief Auditor
Salem, Oregon

SUBJECT: Weekly Report of Labor and Materials
Southern Pacific Railroad Company
Evans Creek-Homestead Section
Contract 5834

Attached hereto are three (3) copies of the above weekly reports covering labor and materials used by the Southern Pacific Railroad Company in connection with the work done on the Bristol Silica spur track near the city of Rogue River. These reports have been approved by the Resident Engineer.

L. W. Rulien
Asst. Division Engineer

LWR:ds
encl.
cc: Mr. C. S. Paxson
Mr. Tom Edwards

RECEIVED
JUN 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1961
FOR FILING
5834

Salem, Oregon
June 23, 1961

Mr. F. D. Morgan

Herewith labor charges from the Southern Pacific Company having to do with the shifting and removing of trackage at Rogue River in the months of May and June, 1960.

Will you please have the resident engineer examine these, endorse with his approval and return to me.

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. Tom Edwards

4-59

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

A. W. KILBORN
SUPERINTENDENT

June 22, 1961

IN REPLY PLEASE REFER TO
GMO 78232

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Attached in triplicate for your approval and signature field report forms L-7702 showing charges incurred by railroad forces for shifting and removing trackage Rogue River, as follows:

Extra Gang #18, labor charges, report Nos. 1 & 2 for months May and June, 1960;

Extra Gang #19 labor charges reports Nos. 1 through 5 for months May and June 1960;

Division Engineer's Report #1 for June 1961.

If you find charges satisfactory, please sign original and one copy and return to this office for further attention, retaining one copy for your records.

Yours truly,

A W Kilborn
Rma

RECEIVED
JUN 23 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 2 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1961
FOR FILING

Salem, Oregon
June 21, 1961

Mr. F. D. Morgan

Herewith triplicate copies of the weekly reports of labor and material in connection with the Bristol Silica spur track near the city of Rogue River.

Will you please have these checked and signed by the resident engineer and return all three copies to Mr. C. H. Maison.

G. S. Paxson
Assistant State Highway Engineer

Attach.

cc to: Mr. Tom Edwards
Mr. C. H. Maison

Mr. Maison:

Upon receipt of the signed copies, please forward two copies to the Southern Pacific Company, Mr. A. W. Kilborn, Superintendent.

4-59

B-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

GMO 77249

June 20, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Attached, in t riplicate, for your approval and signature field report forms L-7702 showing charges incurred by Railroad for installation of Southern Pacific Company's portion of Bristol Silica spur track, Rock Point, Oregon.

Following reports attached:

Track Labor, Extra Gang No. 19, Report No. 1, for month of January 1960
Track Material, Report No. 1, for month of January 1960
Signal Labor, Report No.1, for month of February 1960
Signal Material, Report No. 1, for month of February 1960
Division Engineer's Report No. 1 for month of June 1961

If charges satisfactory, please sign original and one copy and return to this office for further attention, retaining one copy for your record.

Yours truly,

A. W. Kilborn
Para

RECEIVED
JUN 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 1961

FORM E-103-X 7BM 1/60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(4) 44
5431

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 5, 1961

E. Resnick
Traffic Safety Supply
2324 SE Umatilla Street
Portland 2, Oregon

Dear Madam:

In reply to your inquiry of May 25, 1961, concerning signing on the Evans Creek-Rock Point Section of Pacific Highway No. 1, (I5) the route shields should be Type "R" as specified on Signing Detail Sheet S-7.

Also the R-206-60 "EXIT SPEED —" signs should be replaced with R-1302-60 "EXIT — MPH" signs if there is no extra cost to the State, however, if there will be an extra charge then the R-206-60 "EXIT SPEED —" signs should be installed.

Very truly yours,

O. S. Paxson
Assistant State Highway Engineer

by

F. B. Crandall
Traffic Engineer

DFB:jv
bc: O. S. Paxson
Tom Edwards
Al Chapman
Frank Morgan

RECEIVED
O. S. PAXSON

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MAY 31 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1 (G) 44
5834

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 26, 1961

E. Reznick
Traffic Safety Supply Co.
2324 SE Umatilla Street
Portland 2, Oregon

Dear Madam:

Enclosed is a copy of the working drawings for sign layout on the Evans Creek-Rock Point Section of the Pacific Highway, Contract No. 5834. The working drawings have been checked and are approved as noted.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

DPDacs
Attachment
bcc G. S. Paxson
Tom Edwards
Frank Morgan
Al Chapman

NOTED
G. S. PAXSON

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MAY 22 1961
FOR FILING
I-5-1(9)44
5934

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 19, 1961

C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project I-5-1(9)44
Evans Creek-Rock Point Section
Pacific Highway

Reference is made to your letter of May 16, 1961 requesting our approval of a change in the point of transition from Portland Cement Concrete Pavement to Asphaltic Concrete Pavement on the subject project.

Approval is hereby granted for changing the point of the transition from Station 827+00 to Station 825+00 for the reasons given in your letter.

Please furnish us two copies of the contractor's agreement to this change in plans.

Edw.

5-17-61

Transaction No. MAY 18 1961

Project Report No. I-5-1(9)44

5834

Form -2 (9-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Jackson

Project No.: I-5-1(9)44

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 0.5 mile north of Grants Pass, 2 miles west of Cold Hill. (Grants Pass-Rock Point Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-30-60	0.2
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 1,721,758	$ 1,582,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer May 17, 1961

USComm-DC 40257

May 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Evans Creek-Rock Point Section, Project no. I-5-1(9)44.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC/cr

May 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Evans Creek-Rock Point Section, Project No. I-5-1(9)44.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLPter

Oregon State Highway Department

Federal Aid
Project No. I-5-1(9)44

SVAMS CREEK-ROCK POINT SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 1, 1961

Type Code 7221
Roadway (Sta. 512+35 to Sta. 827+00)(Contract No. 5834)

Clearing and Grubbing	All	Required (60%)		$ 51,600.00
Removal of Pavement	2,400	sq.yds.	$ .50	1,200.00
Drainage Excavation, Unclassified	2,930	cu.yds.	3.00	8,790.00
General Excavation, Unclassified	161,000	cu.yds.	.75	120,750.00
Short Overhaul	61,000	yd.sta.	.01	610.00
Finishing Roadbed and Slopes	All	Required (60%)		600.00
12-inch Concrete Pipe	140	lin.ft.	3.00	420.00
18-inch Concrete Pipe	120	lin.ft.	4.50	540.00
12-inch Sewer Pipe	460	lin.ft.	3.00	1,380.00
6-inch Perforated Metal Drain Pipe	380	lin.ft.	2.00	760.00
Special Backfill in Drains	52	cu.yds.	5.00	260.00
Concrete Inlets, Type B	5	only	100.00	500.00
Concrete Inlets, Type G	2	only	100.00	200.00
Concrete in Islands	110	cu.yds.	37.00	4,070.00
3/4" x 8" Dowel Pins	330	only	.25	82.50
Concrete Ditch Lining	2,400	sq.yds.	5.95	14,280.00
Metal Guard Rail	12,940	lin.ft.	2.23	28,856.20
Metal Median Barrier	5,890	lin.ft.	3.34	19,672.60
Salvage and Reinstall Guard Rail	600	lin.ft.	1.50	900.00
Guard Rail-Salvaged Barricade	190	lin.ft.	1.00	190.00
Guide Posts, Type W-1	280	only	6.00	1,680.00
Guide Posts, Type Y-2	200	only	7.00	1,400.00
Guide Posts, Type Y-3	6	only	8.00	48.00
Type 2 Fence	270	rods	6.25	1,687.50
Coarse Crushed Material in Base	307,600	tons	1.15	353,740.00
3/4" - 0 Material in Base	23,900	tons	1.15	27,025.00
Sprinkling	7,000	M-gals.	2.00	14,000.00
Preparation of Base	All	Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	530	cu.yds.	3.50	1,855.00
Furnishing and Placing Aggregates	900	cu.yds.	4.00	3,600.00
120-150 Asphalt	70	tons	45.00	3,150.00
RS-2 Asphalt	102	tons	48.00	4,896.00
Asphaltic Concrete Mixture	24,200	tons	3.30	79,860.00
Asphalt in Mixture	1,330	tons	36.65	48,744.50
Asphaltic Concrete Traffic Markers, Type L	1,240	lin.ft.	.75	930.00
8-inch Portland Cement Concrete Pavement	165,000	sq.yds.	3.03	499,950.00
3/4-inch Expansion Joints	520	lin.ft.	1.00	520.00

Contraction Joints	24,000	lin.ft.	$ .05	$ 1,200.00
Dowel Bars	24,600	only	.40	9,840.00
Tie Bars and Bar Reinforcement	105,000	lbs.	.11	11,550.00
Wire Fabric Reinforcement	164,000	sq.yds.	.58	95,120.00
3/8" - 0 Material in Cushion Course	8,100	tons	1.25	10,125.00
Removal of Existing Sign Installation	All	Required		100.00
Furnish 8" BP 36# Steel Piling	460	lin.ft.	4.85	2,231.00
Drive Steel Piles	35	only	54.50	1,907.50
Metal Sign Posts	All	Required (94%)		1,635.60
Wood Sign Posts	All	Required (96%)		1,939.20
Type "A" Signs in Place	2,478	sq.ft.	6.90	17,098.20
Type "B" Signs in Place	128	sq.ft.	7.00	896.00
Type "C" and "D" Signs in Place	1,087	sq.ft.	3.80	4,130.60
Type "E", "F" and "G" Signs in Place	198	sq.ft.	6.00	1,188.00
Type "J" Signs in Place	26	sq.ft.	10.00	260.00
				$1,460,218.40
Flagging (57½% of Contractor's Costs)	All	Required (20%)		$ 1,000.00
Signs (Temporary)	All	Required (50%)		1,000.00
Seeding and Mulching	All	Required (90%)		375.00
Move Lights (State Force)	All	Required		300.00
				$ 2,675.00
		Subtotal		$1,462,893.40
		10% Engr. & Cont.		146,289.60
		Total		$1,609,182.00

Length of Roadway . . . . . 5.729 miles
Cost of Roadway per Mile $280,883.57

Item Code 6201
Roadway (Sta. 827+00 Thru Equa. 829+35.91 = 47+71.62 ke Sta. 53+50) (Contract No. 5834)

Clearing and Grubbing	All	Required (10%)		$ 8,600.00
Finishing Roadbed and Slopes	All	Required (10%)		100.00
Concrete End Pieces	1	only	$150.00	150.00
Metal Guard Rail	60	lin.ft.	2.23	133.80
Metal Median Barrier	110	lin.ft.	3.34	367.40
Type 2 Barrier	630	lin.ft.	3.24	2,041.20
Guide Posts, Type W-1	10	only	6.00	60.00
Coarse Crushed Material in Base	4,000	tons	1.15	4,600.00
3/4" - 0 Material in Base	500	tons	1.15	575.00
Sprinkling	9,100	M-gals.	2.00	18,200.00
Preparation of Base	All	Required (10%)		250.00
3/4" - 0 Material in Binder Course	20	cu.yds.	3.50	70.00
RS-2 Asphalt	3	tons	48.00	144.00
Asphaltic Concrete Mixture	900	tons	3.30	2,970.00
Asphalt in Mixture	50	tons	36.65	1,832.50
Asphaltic Concrete Traffic Markers Type I.	460	lin.ft.	.75	345.00

Vertical Alternate Flashing Beacon	1 only	$725.00	$ 725.00
Furnish 8" BP 36# Steel Piling	29 lin.ft.	4.85	140.65
Drive Steel Piles	2 only	54.50	109.00
Metal Sign Posts	All Required (6%)		104.40
Wood Sign Posts	All Required (1%)		20.20
Type "A" Signs in Place	96 sq.ft.	6.90	662.40
Type "C" and "D" Signs in Place	18 sq.ft.	3.80	68.40
			$ 42,268.95
Flagging (57½% of Contractor's Cost)	All Required (60%)		$ 3,000.00
Seeding and Mulching	All Required (30%)		225.00
Signs (Temporary)	All Required (25%)		500.00
			$ 3,725.00
	Subtotal		$ 45,993.95
	10% Engr. & Cont.		4,599.05
	Total		$ 40,593.00

Length of Roadway . . . . . 0.148 mile
Cost of Roadway per mile $341,844.59

Type Code 0010
Roadway (Sta. 53+50 to Sta. 75+50)(Contract No. 5834)

Clearing and Grubbing	All Required (30%)		$ 25,800.00
Drainage Excavation, Unclassified	70 cu.yds.	$3.00	210.00
Short Overhaul	234,000 yd.stas.	.01	2,340.00
Long Overhaul	5,600 C-yd.stas.	.40	2,240.00
Finishing Roadbed and Slopes	All Required (30%)		300.00
18-inch Concrete Pipe	120 lin.ft.	4.50	540.00
Wood Sign Posts	All Required (3%)		60.60
Type "C" and "D" Signs in Place	72 sq.ft.	3.80	273.60
			$ 31,764.20
Flagging (57½% of Contractor's Cost)	All Required (20%)		$ 1,000.00
Seeding and Mulching	All Required (20%)		150.00
Signs (Temporary)	All Required (25%)		900.00
Remove two 84" Pipe Cattle Passes	All Required		1,500.00
			$ 3,150.00
	Subtotal		$ 34,914.20
	10% Engr. & Cont.		3,490.80
	Total		$ 38,405.00

Length of Roadway . . . . . 0.417 mile
Cost of Roadway per Mile $92,098.32

Item Code 5220
Calls Creek Road Crossing (Sta. 827+27.81 to Sta. 827+58.61) (Contract No. 5834)

Remodel Structure and Maintain Traffic	All Required		$ 2,000.00
Shoring, Cribbing, etc.	All Required		800.00
Structural Excavation	230 cu.yds.	$3.00	690.00
Structural Excavation Below Elevation Shown	10 cu.yds.	3.00	30.00
Class "A" Concrete (222 cu.yds.)	All Required		11,766.00
Metal Reinforcement (42,300 lbs.)	All Required		5,269.00
Waterproofing	450 sq.ft.	.40	180.00
Lightweight Concrete	14 cu.yds.	50.00	700.00
	Subtotal		$ 21,435.00
	10% Engr. & Cont.		2,143.00
	Total		$ 23,578.00

Length of 1 Structure . . . . . 0.006 mile
Length of 4 Structures . . . . . 0.229 mile (overpasses)
Total Length of 5 Structures . . . 0.235 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (P.C. Pavement)	$1,609,182.00	$1,480,000.00	$129,182.00
Roadway (A.C. Pavement)	50,593.00	46,000.00	4,593.00
Roadway (Grading	38,405.00	35,000.00	3,405.00
Structure	23,578.00	21,000.00	2,578.00
	$1,721,758.00	$1,582,000.00	$139,758.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-1(9)44

EVANS CREEK-ROCK POINT SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 16, 1960

Type Code 7221
Roadway (Sta. 512+35 to Sta. 827+00)

Clearing and Grubbing	All Required (60%)		$ 1,500.00
Removal of Pavement	2,400 sq.yd.	$0.50	1,200.00
Drainage Excavation, Unclassified	2,930 cu.yd.	3.00	8,790.00
General Excavation, Unclassified	161,000 cu.yd.	1.25	201,250.00
Short Overhaul	61,000 yd.sta.	0.01	610.00
Finishing Roadbed and Slopes	All Required (60%)		600.00
12-inch Concrete Pipe	140 lin.ft.	2.50	350.00
18-inch Concrete Pipe	120 lin.ft.	4.50	540.00
12-inch Sewer Pipe	460 lin.ft.	2.00	920.00
6-inch Perforated Metal Drain Pipe	380 lin.ft.	2.00	760.00
Special Backfill in Drains	52 cu.yd.	6.00	312.00
Concrete Inlets, Type D	5 only	90.00	450.00
Concrete Inlets, Type G	2 only	95.00	190.00
Concrete in Islands	110 cu.yd.	50.00	5,500.00
3/4" x 8" Dowel Pins	330 only	0.60	198.00
Concrete Ditch Lining	2,400 sq.yd.	6.00	14,400.00
Metal Guard Rail	12,940 lin.ft.	2.40	31,056.00
Metal Median Barrier	5,890 lin.ft.	4.25	25,032.50
Salvage and Reinstall Guard Rail	600 lin.ft.	1.50	900.00
Guard Rail - Salvaged Barricade	190 lin.ft.	1.35	256.50
Guide Posts, Type W-1	280 only	6.75	1,890.00
Guide Posts, Type Y-2	200 only	7.50	1,500.00
Guide Posts, Type Y-3	6 only	8.00	48.00
Type 2 Fence	270 rod	6.00	1,620.00
Coarse Crushed Material in Base	307,600 ton	1.15	353,740.00
3/4" - 0 Material in Base	23,500 ton	1.25	29,375.00
Sprinkling	7,000 M-gal.	3.00	21,000.00
Preparation of Base	All Required (90%)		2,250.00
3/4" - 0 Material in Binder Course	530 cu.yd.	3.50	1,855.00
Furnishing and Placing Aggregates	900 cu.yd.	3.50	3,150.00
120-150 Asphalt	70 ton	50.00	3,500.00
RS-2 Asphalt	102 ton	52.00	5,304.00
Asphaltic Concrete Mixture	24,200 ton	3.35	81,070.00
Asphaltic Mixture	1,330 ton	40.00	53,200.00
Asphaltic Concrete Traffic Markers, Type "L"	1,240 lin.ft.	1.00	1,240.00
8-inch Portland Cement Concrete Pavement	165,000 sq.yd.	3.30	544,500.00

3/4-inch Expansion Joints	520	lin.ft.	$1.00	$ 520.00
Contraction Joints	24,000	lin.ft.	0.10	2,400.00
Dowel Bars	24,600	only	0.50	12,300.00
Tie Bars and Bar Reinforcement	105,000	lb.	0.12	12,600.00
Wire Fabric Reinforcement	164,000	sq.yd.	0.75	123,000.00
3/8" - 0 Material in Cushion Course	8,100	ton	1.50	12,150.00
Removal of Existing Sign Installation	All Required			300.00
Furnish 8" BP 36# Steel Piling	460	lin.ft.	5.45	2,507.00
Drive Steel Piles	35	only	75.00	2,625.00
Metal Sign Posts	All Required		(94%)	2,303.00
Wood Sign Posts	All Required		(96%)	3,360.00
Type "A" Signs in Place	2,478	sq.ft.	8.00	19,824.00
Type "B" Signs in Place	128	sq.ft.	8.20	1,049.60
Type "C" and "D" Signs in Place	1,087	sq.ft.	4.40	4,782.80
Type "E", "F" and "G" Signs in Place	198	sq.ft.	4.90	970.20
Type "J" Signs in Place	26	sq.ft.	9.20	239.20
				$1,600,987.80
Flagging (57½% of Contractor's Costs)	All Required		(20%)	1,000.00
Signs (Temporary)	All Required		(50%)	1,000.00
Seeding and Mulching	All Required		(50%)	375.00
Move Lights (S.P.)	All Required			300.00
				$ 2,675.00

Utility Work

Work by California-Oregon Power Co.	All Required	$ 450.00
Work by Pacific Tel. & Te. Co.	All Required	50.00
		$ 500.00

Subtotal	$1,604,162.80
10% Engr. & Cont.	160,416.20
Total	$1,764,579.00

Length of Roadway - - - - - - - - - 5.729 Miles
Cost of Roadway Per Mile- - - - - $308,008.20

Type Code 6201 53450

Roadway (Sta. 827+00 thru equa. 829+35.91 = 47+71.62 to Sta. 75+00)

Clearing and Grubbing	All Required	(10%)	$ 250.00
Finishing Roadbed and Slopes	All Required	(10%)	100.00

Concrete End Pieces	1	only	$50.00	$ 50.00
Metal Guard Rail	60	lin.ft.	2.40	144.00
Metal Median Barrier	110	lin.ft.	4.25	467.50
Type 2 Barrier	630	lin.ft.	4.50	2,835.00
Guide Posts, Type M-1	10	only	6.75	67.50
Course Crushed Material in Base	4,000	ton	1.15	4,600.00
3/4" - 0 Material in Base	500	ton	1.25	625.00
Sprinkling	9,100	M-gal.	3.00	27,300.00
Preparation of Base	All Required (10%)			250.00
3/4" - 0 Material in Binder Course	20	cu.yd.	3.50	70.00
RS-2 Asphalt	3	ton	52.00	156.00
Asphaltic Concrete Mixture	900	ton	3.35	3,015.00
Asphalt in Mixture	50	ton	40.00	2,000.00
Asphaltic Concrete Traffic Markers, Type "L"	460	lin.ft.	1.00	460.00
Vertical Alternate Flashing Beacon	1	only	800.00	800.00
Furnish 8" BP 36# Steel Piling	29	lin.ft.	5.45	158.05
Drive Steel Piles	2	only	75.00	150.00
Metal Sign Posts	All Required (6%)			147.00
Wood Sign Posts	All Required (1%)			35.00
Type "A" Signs in Place	96	sq.ft.	8.00	768.00
Type "C" and "D" Signs in Place	18	sq.ft.	4.40	79.20
				$ 44,527.25
Flagging (57½% of Contractor's Cost)	All Required (60%)			3,000.00
Seeding and Mulching	All Required (30%)			225.00
Signs (Temporary)	All Required (25%)			500.00
				$ 3,725.00
	Subtotal			$ 48,252.25
	10% Engr. & Cont.			4,824.75
	Total			$ 53,077.00

Length of Roadway - - - - - - - - - 0.148 Mile
Cost of Roadway Per Mile- - - - - $358,628.37

Type Code 0010
Roadway (Sta. 53+50 to Sta. 75+50)

Clearing and Grubbing	All Required (30%)			$ 750.00
Drainage Excavation, Unclassified	70	cu.yds.	$3.00	210.00
Short Overhaul	234,000	yd.sta.	0.01	2,340.00
Long Overhaul	5,600	C-yd.sta.	0.40	2,240.00
Finishing Roadbed and Slopes	All Required (30%)			300.00

18-inch Concrete Pipe	120 lin.ft.	$4.50	$ 540.00
Wood Sign Posts	All Required (3%)		105.00
Type "C" and "D" Signs in Place	72 sq.ft.	4.40	316.80
			$ 6,801.80
Flagging (57½% of Contractor's Costs)	All Required (20%)		$ 1,000.00
Seeding and Mulching	All Required (20%)		150.00
Signs (Temporary)	All Required (25%)		500.00
			$ 1,650.00
	Subtotal		$ 8,451.80
	10% Engr. & Cont.		844.20
	Total		$ 9,296.00

Length of Roadway - - - - - - - - - 0.417 Mile
Cost of Roadway Per Mile- - - - - $2,220.62

Type Code X220
Calls Creek Road O'xing (Sta. 827+27.81 to Sta. 827+58.61)

Remodel Structure and Maintain Traffic	All Required	$	$ 1,000.00
Shoring, Cribbing, Etc.	All Required		1,500.00
Structural Excavation	230 cu.yd.	5.00	1,150.00
Structural Excavation Below Elevation Shown	10 cu.yd.	5.00	50.00
Class "A" Concrete (222 cu.yd. at $65.00)			14,430.00
Metal Reinforcement (42,300 lb. at $0.14)			5,922.00
Waterproofing	450 sq.ft.	0.75	337.50
Lightweight Concrete	14 cu.yd.	50.00	700.00
	Subtotal		$ 25,089.50
	10% Engr. & Cont.		2,508.50
	Total		$ 27,598.00

Length of 1 Structure- - - - - - 0.006 Mile
Length of 4 Structures - - - - - 0.229 Mile (Exceptions)
Total Length of 5 Structures - - 0.235 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (P.C. Pavement)	$1,764,579.00	$1,623,000.00	$141,579.00
Roadway (A.C. Pavement)	53,077.00	48,500.00	4,577.00
Roadway (Grading)	9,296.00	8,500.00	796.00
Structure	27,598.00	25,000.00	2,598.00
	$1,854,550.00	$1,705,000.00	$149,550.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(9)44

EVANS CREEK-ROCK POINT SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 29, 1960

Type Code 7221
Roadway (Sta. 512+35 to Sta. 827+00)

Clearing and Grubbing	All Required (60%)			$ 1,500.00
Removal of Pavement	2,400	sq.yds.	$0.50	1,200.00
Drainage Excavation, Unclassified	2,930	cu.yds.	3.00	8,790.00
General Excavation, Unclassified	161,000	cu.yds.	1.25	201,250.00
Short Overhaul	61,000	yd.sta.	0.01	610.00
Finishing Roadbed and Slopes	All Required (60%)			600.00
12-inch Concrete Pipe	140	lin.ft.	2.50	350.00
18-inch Concrete Pipe	120	lin.ft.	4.50	540.00
12-inch Sewer Pipe	460	lin.ft.	2.00	920.00
6-inch Perforated Metal Drain Pipe	380	lin.ft.	2.00	760.00
Special Backfill in Drains	52	cu.yds.	6.00	312.00
Concrete Inlets, Type D	5	only	90.00	450.00
Concrete Inlets, Type G	2	only	95.00	190.00
Concrete in Islands	110	cu.yds.	50.00	5,500.00
3/4" x 8" Dowel Pins	330	only	0.60	198.00
Concrete Ditch Lining	2,400	sq.yds.	6.00	14,400.00
Metal Guard Rail	12,940	lin.ft.	2.40	31,056.00
Metal Median Barrier	5,890	lin.ft.	4.25	25,032.50
Salvage and Reinstall Guard Rail	600	lin.ft.	1.50	900.00
Guard Rail-Salvaged Barricade	190	lin.ft.	1.35	256.50
Guide Posts, Type W-1	280	only	6.75	1,890.00
Guide Posts, Type Y-2	200	only	7.50	1,500.00
Guide Posts, Type Y-3	6	only	8.00	48.00
Type 2 Fence	270	rods	6.00	1,620.00
Coarse Crushed Material in Base	307,600	tons	1.15	353,740.00
3/4" - 0 Material in Base	23,500	tons	1.25	29,375.00
Sprinkling	7,000	M-gal.	3.00	21,000.00
Preparation of Base	All Required (90%)			2,250.00
3/4" - 0 Material in Binder Course	530	cu.yds.	3.50	1,855.00
Furnishing and Placing Aggregate	900	cu.yds.	3.50	3,150.00
120-150 Asphalt	70	tons	50.00	3,500.00
RS-2 Asphalt	102	tons	52.00	5,304.00
Asphaltic Concrete Mixture	24,200	tons	3.35	81,070.00
Asphaltic Mixture	1,330	tons	40.00	53,200.00

Asphaltic Concrete Traffic Markers, Type "L"	1,240	lin.ft.	$1.00	$ 1,240.00
8-inch Portland Cement Concrete Pavement	165,000	sq .yds.	3.30	544,500.00
3/4-inch Expansion Joints	520	lin.ft.	1.00	520.00
Contraction Joints	24,000	lin.ft.	0.10	2,400.00
Dowel Bars	24,600	only	0.50	12,300.00
Tie Bars and Bar Reinforcement	105,000	lbs.	0.12	12,600.00
Wire Fabric Reinforcement	164,000	sq.yds.	0.75	123,000.00
3/8" - 0 Material in Cushion Course	8,100	tons	1.50	12,150.00
Removal of Existing Sign Installation	All Required			300.00
Furnish 8" BP 36# Steel Piling	460	lin.ft.	5.45	2,507.00
Drive Steel Piles	35	only	75.00	2,625.00
Metal Sign Posts	All Required (94%)			2,303.00
Wood Sign Posts	All Required (96%)			3,360.00
Type "A" Signs in Place	2,478	sq.ft.	8.00	19,824.00
Type "B" Signs in Place	128	sq.ft.	8.20	1,049.60
Type "C" & "D" Signs in Place	1,087	sq. ft.	4.40	4,782.80
Type "E", "F" & "G" Signs in Place	198	sq.ft.	4.90	970.20
Type "J" Signs in Place	26	sq.ft.	9.20	239.20
				$1,600,987.80
Flagging (57½% of Contractor's Costs)	All Required (20%)			1,000.00
Signs (Temporary)	All Required (50%)			1,000.00
Seeding and Mulching	All Required (50%)			375.00
Move Lights (S.F.)	All Required			300.00
				$1,603,662.50
Utility Work				
Work by California-Oregon Power Co.	All Required			$ 450.00
Work by Pacific Tel.& Tel. Co.	All Required			50.00
				$ 500.00
Subtotal				$1,604,162.80
10% Engr. & Cont.				160,416.20
Total				$1,764,579.00

Length of Roadway - - - - - - - - - - 5.729 miles
Cost of Roadway Per Mile- - - - - - - $308,008.20

Type Code 6201
Roadway (Sta. 827+00 thru Equa. 829+35.91=47+71.62 to Sta. 53+50)

Clearing and Grubbing	All Required (10%)			$ 250.00
Finishing Roadbed & Slopes	All Required (10%)			100.00
Concrete End Basins	1 only		$50.00	50.00
Metal Guard Rail	60 lin.ft.		2.40	144.00
Metal Median Barrier	110 lin.ft.		4.25	467.50
Type 2 Barrier	630 lin.ft.		4.50	2,835.00
Guide Posts, Type W-1	10 only		6.75	67.50
Coarse Crushed Material in Base	4,000 tons		1.15	4,600.00
3/4" - 0 Material in Base	500 tons		1.25	625.00
Sprinkling	9,100 M-gal.		3.00	27,300.00
Preparation of Base	All Required (10%)			250.00
3/4" - 0 Material in Binder Course	20 cu.yds.		3.50	70.00
RS-2 Asphalt	3 tons		52.00	156.00
Asphaltic Concrete Mixture	900 tons		3.35	3,015.00
Asphalt in Mixture	50 tons		40.00	2,000.00
Asphaltic Concrete Traffic Markers, Type "L"	460 lin.ft.		1.00	460.00
Vertical Alternate Flashing Beacon	1 only		800.00	800.00
Furnish 8" BP 36 # Steel Piling	29 lin.ft.		5.45	158.05
Drive Steel Piles	2 only		75.00	150.00
Metal Sign Posts	All Required (6%)			147.00
Wood Sign Posts	All Required (1%)			35.00
Type "A" Signs in Place	96 sq.ft.		8.00	768.00
Type "C" and "O" Signs in Place	18 sq.ft.		4.40	79.20
				$ 44,527.35
Flagging (57½% of Contractor's Cost)	All Required (60%)			3,000.00
Seeding and Mulching	All Required (30%)			225.00
Signs (Temporary)	All Required (25%)			500.00
	Subtotal			$ 48,252.25
	10% Engr. & Cont.			4,824.75
	Total			$ 53,077.00

Length of Roadway - - - - - - - - - - - 0.148 mile
Cost of Roadway per mile - - - - - - - $358,628.37

Type Code 0010
Roadway (Sta. 53+50 to Sta. 75+50)

Clearing and Grubbing	All Required (30%)			$ 750.00
Drainage Excavation, Unclassified	70 cu.yds.		$3.00	210.00
Short Overhaul	234,000 yd.sta.		.01	2,340.00

Long Overhaul	5,600 C-yd.stas.	$0.40	$	2,240.00
Finishing Roadbed and Slopes	All Required (30%)			300.00
18-inch Concrete Pipe	120 lin.ft.	4.50		540.00
Wood Sign Posts	All Required (3%)			105.00
Type "C" & "D" Signs in Place	72 sq.ft.	4.40		316.80
			$	6,801.80
Flagging (57½% of Contractor's Cost)	All Required (20%)			1,000.00
Seeding and Mulching	All Required (20%)			150.00
Signs (Temporary)	All Required (25%)			500.00
Remove two 84" Pipe Cattle Passes	All Required			1,500.00
	Subtotal		$	9,951.80
	10% Engr. & Cont.			994.20
	Total		$	10,946.00

Length of Roadway - - - - - - - - - 0.417 miles
Cost of Roadway per mile - - - - $26,249.40

Type Code X220
Galls Creek Road O'xing (Sta. 827+27.81 to Sta. 827+58.61)

Remodel Structure and Maintain Traffic	All Required		$	1,000.00
Shoring, Cribbing, etc.	All Required			1,500.00
Structural Excavation	230 cu.yds.	$5.00		1,150.00
Structural Excavation Below E Elevation Shown	10 cu.yds.	5.00		50.00
Class "A" Concrete (222 cu.yds. at $65.00)				14,430.00
Metal Reinforcement (42,300 lbs. at $0.14)				5,922.00
Waterproofing	450 sq.ft.	0.75		337.50
Lightweight Concrete	14 cu.yds.	50.00		700.00
	Subtotal		$	25,089.50
	10% Engr. & Cont.			2,508.50
	Total		$	27,598.00

Length of 1 structure - - - - - - - - - 0.006 mile
Length of 4 structures- - - - - - - - - 0.229 mile (Exceptions)
Total Length, 5 structures- - - - - - - 0.235 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (P.C. Pavement)	$1,764,579.00	$1,623,000.00	$141,579.00
Roadway (A.C. Pavement)	53,077.00	48,500.00	4,577.00
Roadway (Grading)	10,946.00	10,000.00	946.00
Structure	27,598.00	25,000.00	2,598.00
	$1,856,200.00	$1,706,500.00	$149,700.00

RECEIVED
MAY 17 1961
FOR FILE

COMMISSIONERS
M. W. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(9)44
8.9.1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We recently had a conversation with District Engineer Marvin Martin regarding the point of transition from Portland Cement Concrete Pavement to Asphaltic Concrete Pavement at the easterly end of the Evans Creek-Rock Point Section, Federal Designation I-5-1(9)44.

The plans call for the P.C.C. to end at Station 827+00 with an A.C. pavement to the east and across the Galls Creek Road Overcrossing structure. The future Rock Point-Seven Oaks Project will be an A.C. project.

We have a construction detour which necessarily conflicts with our paving operation between Stations 825+50 and 827.

We feel that this conflict can be eased considerably by ending the P.C.C. at Station 825+00 and paving with A.C. to the east and request your concurrence.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

cc Forrest Cooper
R. L. Porter

RECEIVED
MAY 17 1961
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1961
FOR FILING
I-5-1(9)44
5424

May 11, 1961

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 22L-238, covering seeding and mulching on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5034, in connection with Federal Aid Project No. I-5-1(9)44.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically. The amount is too small to be done by separate contract.

Your approval of this order on actual cost basis under the provisions of FPM 23-6.3 is requested.

The total estimated amount of the order is $750.00, with Federal participation of $450.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encls.

RECEIVED
MAY 5 1961
FOR FILING
L-5-1(3)-1
5434

OREGON STATE SANITARY AUTHORITY
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1, OREGON

REFERRED TO
Cooper
By State Highway Engineer

May 2, 1961

Mr. Roy L. Houck & Sons
Foots Creek
Rogue River, Oregon

RE: WPC - Rogue River
Foots Creek Tributary

Gentlemen:

This will confirm the recommendations made to you by Mr. T. M. Gerow, our District Sanitary Engineer, during your conference of April 20, 1961.

His recommendations were to the effect that your company proceed immediately to seal the fill material making up the dikes around the tailing pond receiving the waste water from your gravel-washing operation.

The overflow structure is to be increased to provide an overflow weir with length sufficient to skim the reasonably clear material from the top of the pond. The length of this weir is to be determined by providing ten feet of length for each one hundred gallons per minute of pump capacity or flow to the tailing pond.

These recommendations according to Mr. Gerow met with your approval and the construction of these facilities is necessary for the protection of public waters of the State of Oregon.

Your cooperation in making this installation in the immediate future will be greatly appreciated. If this office can be of further service in this matter, please feel free to contact us at your convenience.

Very truly yours,

STATE HIGHWAY COMMISSION
OREGON
MAY 2 1961 AM
RECEIVED

Curtiss M. Everts, Chief
Division of Sanitation
and Engineering

CME:TMG:dlj

cc: Oregon State Highway Commission
cc: Mr. F. D. Morgan, Regional Engineer, Highway Department
cc: T. M. Gerow

REFERRED TO
W C Williams

NOTED
COPY

RECEIVED
MAY 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 3 1961
FOR FILING
1-5-1(9)44
5834

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 25, 1961

SUBJECT: Grants Pass-Evans Creek
and
Evans Creek-Rock Point

To:
Mr Tom Edwards
Construction Engineer
Salem, Oregon

Attention: F B Klaboe

With regard to your letter concerning the complaints of the State Sanitary Authority about pelution of the Rogue River by the operations of contractors, Houck, Evans Creek-Rock Point and Kiewit, Grants Pass-Evans Creek Sections, I wish to advise as follows:

A conference was held on Friday, April 21 between A L Chapman, resident engineer, Houck and Gerow regarding Mr Houck's operation on Footes Creek. As a result of this conference and in accordance with Mr. Gerow's instructions, Houck is widening the weir over which the water passes in leaving the settling basin from 10' to 50'. Mr Gerow had evidently been in contact with his Salem headquarters and his attitude had been modified to a point where he was very reasonable. The weir has been changed and Mr Houck should have their approval.

Nothing was said by Mr Gerow to the Kiewit Company and as that operation is almost complete, I do not believe that any action is called for there. It should be added that Kiewit's overflow at the Ulien Bar spills directly into the pool behind Savage Rapids Dam. I do not believe that any evidence of polution from this operation can be detected.

L R Chandler
Ass't Division Engineer

NOTED
P. M. STEPHENSON

LRC:by

Klaboe

cc Stephenson

RECEIVED
MAY 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
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APR 26 1961
NOTED-

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MAY 10 1961
FOR FILING
7-5-1(a)-04
5934

Salem, Oregon
April 19, 1961

NOA
Agreement (Recovery of precious metals)
State - Roy L. H uck Sons' Corp.
Evans Creek-Rock Point Paving project
(Re Contrac t No. 5834)
Jackson County

Mr. L. I. Lindas
Chief Counsel
O f f i c e

Attention: Mr. Jack L. Sollis
Staff Attorney

Attached are two copies of an agreement with Roy L. Houck Sons' Corp re recovery of precious metals from materials site on the Evans Creek-Rock Point Paving project in Jackson County. These copies have been signed by the State Highway Commission and are now ready for the signatures of the Roy L. H uck Sons' Corp.

When fully signed please return one copy to this office for the Commission's files

Secretary

rn
Attach: 2

FORM E-30 50M 7-60 29395

7.18A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1961

SUBJECT: Agreement (Recovery of precious metals)
State - Roy L. Houck Sons' Corp.
Evans Creek-Rock Point Paving project
(No Contract No. 5734)
Jackson County

To: Mr. Walter Wright
Right of Way Engineer

O F F I C E

Attached hereto are six copies of the agreement pertaining to the above matter, prepared in response to your request.

Additional copies of the agreement are available in this office.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:b'k
Attachments
cc: L. I. Lindas

JLS:bjk
4/13/61

AGREEMENT

THIS AGREEMENT, made and entered into this _____ day of _____ _____, 1961, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and ROY L. HOUCK SONS' CORPORATION, an Oregon corporation, acting by and through its officers, hereinafter called "Corporation";

W I T N E S S E T H:

RECITALS:

1. Corporation has entered into a contract (No. 5834) with State to construct the Evans Creek-Rock Point paving project in Jackson County.

2. State, in connection with said project, has given Corporation permission to utilize a material site owned by State. Said site is described as follows:

> All of that property described in a certain deed from E. R. Prefountaine and Ida M. Prefountaine, husband and wife, recorded September 17, 1952, in Volume 371, Page 193, Deed Records of Jackson County, Oregon, and
>
> All of that property described in a certain deed from Wesley M. Saum and Mary S. Saum, husband and wife, recorded October 18, 1952, in Volume 372, Page 444, Deed Records of Jackson County, Oregon.

3. It has been determined that materials from this source may contain precious metals in quantities which warrant efforts at recovery. Corporation has expressed a desire to so establish its rock crushing plant as to permit concentration for subsequent refining of the materials which bear precious metals. State is willing to permit this to be done provided State shares in the gross value of the precious metals recovered.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

1. State hereby grants its permission for Corporation to so establish its rock crushing plant by the addition of two Clark centrifugal cones as to permit concentration for subsequent refining of the materials (taken from the property described in paragraph 2 of the above RECITALS) which bear precious metals.

2. Corporation agrees to assume all costs associated with the recovery, hauling, storage, refining, shipping charges, escrow costs, sales expenses, or any other expenses incurred in this operation.

3. It is recognized and agreed that production costs bear a direct relationship to the volume of material processed. It is agreed that the State shall receive a portion of the gross sales price of all precious metals recovered based on a formula expressed in terms of value recovered per cubic yard of material handled. It is agreed that all crushed materials originating from State source and incorporated into the project shall be computed in cubic yards on the basis of formulas customarily utilized for estimating purposes by the State Highway Department. Average value per cubic yard shall be determined by dividing the gross sales price of recovered metals by cubic yards of material incorporated into the said State Highway contract.

4. Gross proceeds realized from the sale of the recovered precious metals shall be divided as follows:

> Determined average yield per cubic yard of material handled, up to and including the first 12½¢ per cubic yard of yield, is to be divided 10% to State and 90% to Corporation; the next 5½¢ per cubic yard of yield is to be divided 15% to State and 85% to Corporation; any yield in excess of 18¢ per cubic yard is to be divided 25% to State and 75% to Corporation.

5. Corporation shall take adequate protective measures to insure against loss, theft, or destruction of concentrated materials or the refined product until disposed of by sale.

6. State shall be permitted to inspect at any time the extraction process in the field and all refining processes and shall be entitled to make such samplings of concentrate as it considers necessary. Corporation agrees to remove the concentrates from the Clark centrifugal cones at regular intervals daily while in operation, and that upon removal, the concentrates shall be sealed in metal barrels and stored in a locked building under the control of the Corporation until ready for processing. Corporation may, with State's consent, elect to turn concentrated materials over to State for safekeeping. Corporation agrees to notify State in advance of each tabling process and that no tabling process or weighing of precious metals will be conducted unless a representative of State is present.

7. Corporation agrees that the final weighing of the gold, silver, mercury or other precious metals shall be recorded by the State representative and initialed by the person weighing the precious metals. Corporation agrees to supply to State a record of each weighing and a copy of all receipts from gold, silver, mercury and other precious metals sold.

8. In the event any real property taxes should be charged to State by Jackson County due to the revenue received by State pursuant to this agreement, Corporation agrees to assume and pay said taxes at its sole cost.

9. Corporation agrees to hold the State of Oregon, the State Highway Commission, its Commissioners, officers and employees harmless from any and

all claims arising out of the mining operation carried on under the terms of this agreement.

10. All proceeds from the sale of precious metals shall be paid directly by purchase into an escrow account in _____ Bank in Grants Pass, Oregon. The proceeds are then to be distributed under the terms of this agreement. State agrees, however, that 75% of the gross proceeds deposited in the above-designated escrow account may be disbursed by the bank at any time upon receipt to Corporation. The remaining 25% shall be retained in said escrow account for disbursement under the terms of this agreement. After State has received the amounts due it under the terms of this agreement, the remainder in the escrow account may be disbursed to Corporation and the account closed.

This agreement may be terminated at any time by either of the parties upon twenty-four hours' written notice.

IN WITNESS WHEREOF, the parties hereto have subscribed their hands and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

ROY L. HOUCK SONS' CORP., an Oregon corporation, by and through its officers

ATTEST:

_____

By _____
President

By _____
Secretary-Treasurer

JLS:bjk
4/13/61

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APR 1961
FOR FILING
I-3-1(2) 44
5431

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1961

SUBJECT: Evans Creek-Rock Point

To:
MEMO TO THE FILES

On April 11, Roy Houck Sr. informed Mr. Cooper that a new slide had developed in the Rock Point area which, in his estimation, was serious enough to consider further stabilization work on the entire slide itself. On April 12, I examined this slide in the company of Mr. G. L. Decker and Mr. L. R. Chandler.

The corrective work on the Rock Point slide to date has involved the construction of six benches 30 feet wide by 40 feet high. The most recent failure referred to by Mr. Houck involved a small slab between the bottom of benches number 2 and 3. This slab is in more or less solid rock material and involves a maximum of 1,200 cubic yards of material. It had apparently settled several inches prior to our examination but it is believed that it has now stabilized itself and will remain intact except for some minor ravelling which can be cleaned up as it takes place.

The decision to leave the area without doing any further work at this time was, in part, influenced by the needs of the irrigation company. Immediately below the crack is located the Grants Pass Irrigation Company mainline ditch. The contractor is obligated under the contract to replace their old ditch with a new lined ditch and have service to the users prior to their need. They have stated that they need the water by April 15, 1961. However, the contractor has failed to progress as rapidly as he should have and will not be able to provide water until about April 22. If we were to go in and remove the small slab mentioned above, the irrigation ditch, it would further delay getting water to the users for at least three more days. It was felt that any extra work ordered by us at this time which in turn delayed providing water to the irrigation users would put us in a position which might lead to the State having to defend law suits for being a party to the delay. The contractor has been informed by the Attorney for the Irrigation District that his delay of 7 days already taken place may cause damage to the users and if such is the case, he will institute suit to recover same.

If at someting in the future this rock slab breaks off and falls into the irrigation ditch, it can be easily cleaned up. We are informed that the stoppage of water for two or three day periods during the season itself

is not serious and can easily be accommodated.

It is still our feeling nevertheless that the rock slab has stabilized and will cause only a minimum amount of trouble in the future.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
L.R. Chandler

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APR 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 19 1961
FORM 2-BOX 80M 2-60 26119

FOR FILING

I-5-1(2),47

5434

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1961

SUBJECT: Grants Pass-Evans Creek
and
Evans Creek-Rock Point

To:
MEMO TO THE FILES

Mr. Stephenson, Assistant State Highway Engineer, called this date and stated that Mr. Curtis Everts, Director and State Sanitary Engineer, had contacted him concerning pollution of the Rogue River on the two jobs listed above. He stated that the local sanitary officer, Mr. Gerow, had complained to him that Kiewit and Houck, contractors for the jobs, were not cooperating toward the end of minimizing pollution.

The information was passed on to Assistant Division Engineer Chandler with instructions to make immediate investigation and determine what will be required.

With respect to the Kiewit job, we are indeed surprised. We have been working closely with both the Fish Commission and the Sanitarian. Both have apparently been satisfied. As a matter of fact, the Fish Commission people have actually commended us on the good job that has been done to date.

The Kiewit job has only a week to run before all the rock is crushed so will probably not become a bid problem. However, the Houck operation on Foots Creek is just beginning. Mr. Chandler did state, though, that the water released from Houck's settling basins was cleaner than the creek water itself.

Mr. Chandler will submit an early report.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
P. M. Stephenson
F. D. Morgan

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APR 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1961
FOR FILING

I-5-1(9)44

5834

April 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the inclusion of SS-1 asphalt in sprinkling on detour on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5834, in connection with Federal Aid Project No. I-5-1(9)44.

A dust problem has developed under heavy traffic on the detour immediately south of Rock Point. It is proposed to use a small percentage of SS-1 emulsified asphalt in sprinkling water used on the detour until the oiling and paving can be done. Too much water cannot be used without softening the subgrade. The inclusion of oil will reduce the amount of water required and will reduce the dust traffic hazard.

This has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

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APR 18 1961
FOR FILING
I-5-1 (9) 44
5934
2023

April 17, 1961

Mr. Arthur H. Boye
Route 1, Box 193
Gold Hill, Oregon

Dear Mr. Boye:

Pursuant to your letter of April 11, I have investigated the matter of the revision to the irrigation system which supplies your water.

You are no doubt familiar with the construction problem that we encountered at Rock Point where the slide has occurred, delaying the reconstruction of the irrigation ditch around that point. However, I am advised that the portion of irrigation ditch change which is the responsibility of the Highway Department and its contractor, along with that portion which the Irrigation District is relining adjacent thereto, will be in operation by April 22.

In view of the recent rains which have occurred in the vicinity, it appears that water delivery will be made to the users before any harm is done.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan
LHY:fp ms

PLEASE RETURN TO
FORREST COOPER

Mr Wilson 4/11/61

RECEIVED
APR 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir

I am writing you in regard, to our irrigation water, we are depriated by-
med of water, and Mr Houck & Son
are getting around, and when they clean
Clean out might get water, we have
planted apple & some young fruit trees which
need water badly, if we lose these
trees from drought, our attorney will bring
suit against whoever is responsible for this delay
If the Hi-way dept would like to budget
water out of the river for these trees they
would be more than welcome to do this
Sir.

Yours

Form E-1—(Rev.)—

I-5-1.(9)44
#.5834

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 14, 19 61

Section Evans Creek - Rock Point

Kind of work Grading, Paving, Structures & Signing

Highway Pacific County Jackson

Section prefix 615-1081

Contractor Roy L. Houck Sons' Corp.

Contract number 5834

Date of contract January 27, 19 61

Specified work days 123

Date work started January 30, 19 61

Work days used 33

Project authorization . . . . . $ 1,761,453.62
Exclusive of engineering . . . . $ 1,636,194.70

Per cent of time elapsed 26.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 17.5 %

Engineering authorization . . . . $ 125,258.92

Engineering cost to date $ 11,240.00, 9.0 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
95 %	80 %	90 %	85 %	12 %	----	22 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor made fair progress with grading operations this week. Excavation about complete down to the irrigation bench. Have about one third of the irrigation ditch excavated and start fine grading work for Gunite Ditch Lining.

Crushing plant makes good progress this week. About 24,000 tons of base rock placed on main roadbed east of the Rogue River Interchange. Producing concrete aggregate at the same time and stock piling at the batching site near the Rogue River bridges.

Mr. Brown from the Salem Lab at the plant Monday and Tuesday this week and all material within specifications.

Contractor moves in machine sheds for the concrete batching plant and starts erecting.

(over)

NOTED

Signed R. L. [illegible]

Address P. O. Box 306, Grants Pass, Oregon

CONSTRUCTION DIVISION RECEIVED

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.80
Miles partially completed	1.02	2.00			----
Miles completed	None	None			----
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	200,000	335,600			165,000
Estimated quantities moved or placed to date	165,000	42,000			
Average daily quantities Past Week	1,000	4,000			
Average daily quantities necessary to complete project on time		3,260			
Number shifts per day	2	2			
Hours per shift	9	9			
Average force on project for week	28	46			
Men	26	44			
Supervision	2	2			
Men and trucks under 3 tons					
Men and trucks over 3 tons	----				
Men and tractors					

Equipment used during week: Shovels ....5...., Power graders ....4...., Rollers ....2...., Mixers ....., Crushing or screening plants ....1....

Compressors ....2...., Bulldozers ....4...., Compaction rollers ..2...., Pay Loaders - 3 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Lt. Showers		
Thursday	Lt. Showers		
Friday	Fair		
Saturday			

Anticipated completion date October 15, 1961.

except for minor raveling.

by the end of the week and I believe has stabilized itself and will remain in place

slide potential at this time. Material has settled and to all appearances quit moving

between bench two and three. Decide not to hold up work on irrigation ditch to remove

Thursday of this week. Are particularly interested in cracks outlining potential slide

Mr. Klaboe and Mr. Decker from Salem Office and Mr. Chandler look over project on

PLEASE RETURN TO
FORREST COOPER

Mr Williams

4/11/61

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APR 12 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir

I am writing you in regard, to our irrigation water, we are desperately in need of water, and Mr Houck & Son are fooling around, and when they do turn water we might get water, We have planted upto 150 young fruit trees which need water badly, if we lose these trees from dry soil, our attorney will bring suit against whoever is responsible for the delay If the Hi-way dept would like to buy water out of the tank for these trees they would be more than welcome to do this for us.

(over)

all of our neighbors are also badly in need of water, and they all are about to bring titles of new land, to secure water.

Yours truly,

Luke H. Boyle

P. O. Box 193

Gold Hill Ore.

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APR 1 3 1961
OREGON
STATE HIGHWAY COMMISSION

I-5-1(9)44.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 7, 19 61

Section Evans Creek - Rock Point

Kind of work Grading, Paving, Structures & Signing

Highway Pacific County Jackson

Section prefix 61$ - 1081

Contractor Roy L. Houck Sons' Corp.

Contract number 5834

Date of contract January 27, 19 61

Specified work days 123

Date work started January 30, 19 61

Work days used 28

Project authorization . . . . . $ 1,761,453.62

Exclusive of engineering . . . . $ 1,636,194.70

Per cent of time elapsed 22.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 14.3 %

Engineering authorization . . . . $ 125,258.92

Engineering cost to date $ 9,960.00, 8.0 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
95 %	75 %	80 %	84 %	6.6	0.0	10 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor made good progress with grading operations at Rock Point cut this week. Has about half of the irrigation bench completed and will start work on the ditch next week. Hauling material to flatten slopes at the Rock Point Interchange and to complete grades near and east of the cut.

Crushing plant starts producing base rock and paving aggregates. Coarse crushed base material looks good and we have about 20,000 tons on the grade. Are having troubles with concrete aggregate due some to dirty materials but mostly to sizing of the angular shaped gravel and lack of fines in the sand.

Mr. Morgan looks over job progress on Thursday of this week.

Anticipated completion date October 15, 1961.

NOTED NOTED

Signed [signature]

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

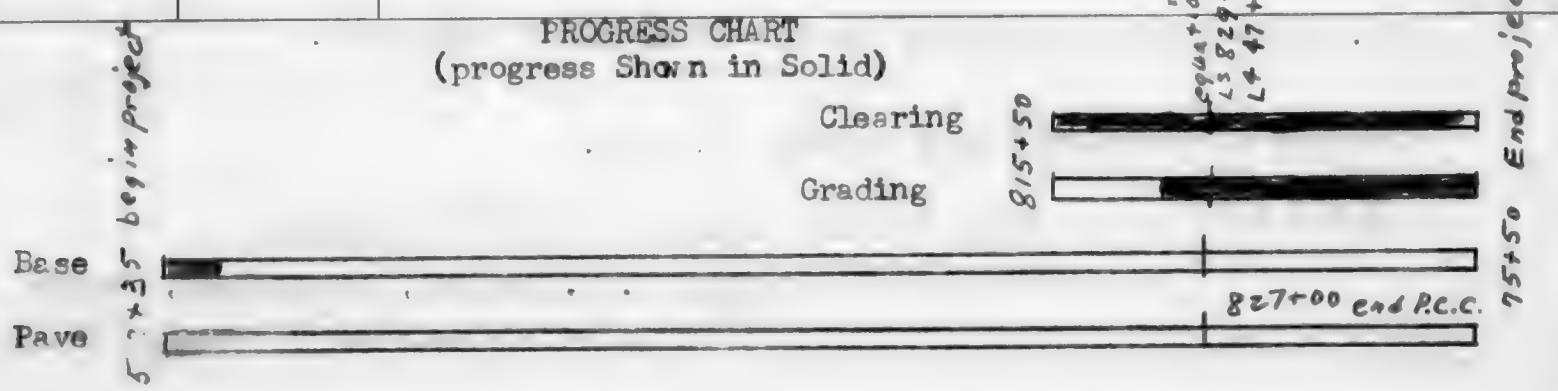
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.80
Miles partially completed	1.02	1.50			---
Miles completed	None	None			---
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	200,000	335,600			165,000
Estimated quantities moved or placed to date	160,000	22,000			
Average daily quantities Past week	4,000	4,000			
Average daily quantities necessary to complete project on time		3,300			
Number shifts per day	2	2			
Hours per shift	9	9			
Average force on project for week	28	46			
Men	26	44			
Supervision	2	2			
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 5, Power graders 4, Rollers 2, Mixers ....., Crushing or screening plants 1

Compressors 2, Bulldozers 4, Compaction rollers ....., Pay Loaders - 3 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

PROGRESS CHART
(progress Shown in Solid)



Form E-1—(Rev.)—

I-5-1 (9) 44

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 31, 1961

Section Evans Creek - Rock Point

Highway Pacific County Jackson

Contractor Roy L. Houck Sons' Corporation

Date of contract January 27, 1961

Date work started January 30, 1961

Project authorization $1,761,453.62

Exclusive of engineering $1,636,194.70

Kind of work Grading, Paving, Structures & Signing

Section prefix 615-1081

Contract number 5834

Specified work days 123

Work days used 23

Per cent of time elapsed 18.7 %

Estimated cost of completed project, exclusive of engineering . . . $1,636,194.70

Estimated per cent overrun or underrun . . . None %

Per cent of contract completed, based on estimated cost . . . 10 %

Engineering authorization $ 125,258.92

Engineering cost to date $ 8,200.00, 6.5 %

Date project was completed ..., 19...

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
95 %	75 %	60 %	60 %			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor made good progress with grading operations on the Rock Point cut this week. Shovel working on grade and bench No. 1 and hauling material to adjacent fills. Used some excess material to flatten slopes on the Rock Point Interchange.

Complete setting up plant on the Foots Creek bar and plan to start crushing Saturday or Monday.

Bridge sub-contractor forming wing walls and hand rail on the Galls Creek over-pass structure.

Mr. Chandler over project on Thursday of this week.

Anticipated completion date October 15, 1961.

NOTED
JOHN R. OAKES

Signed [signature]

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

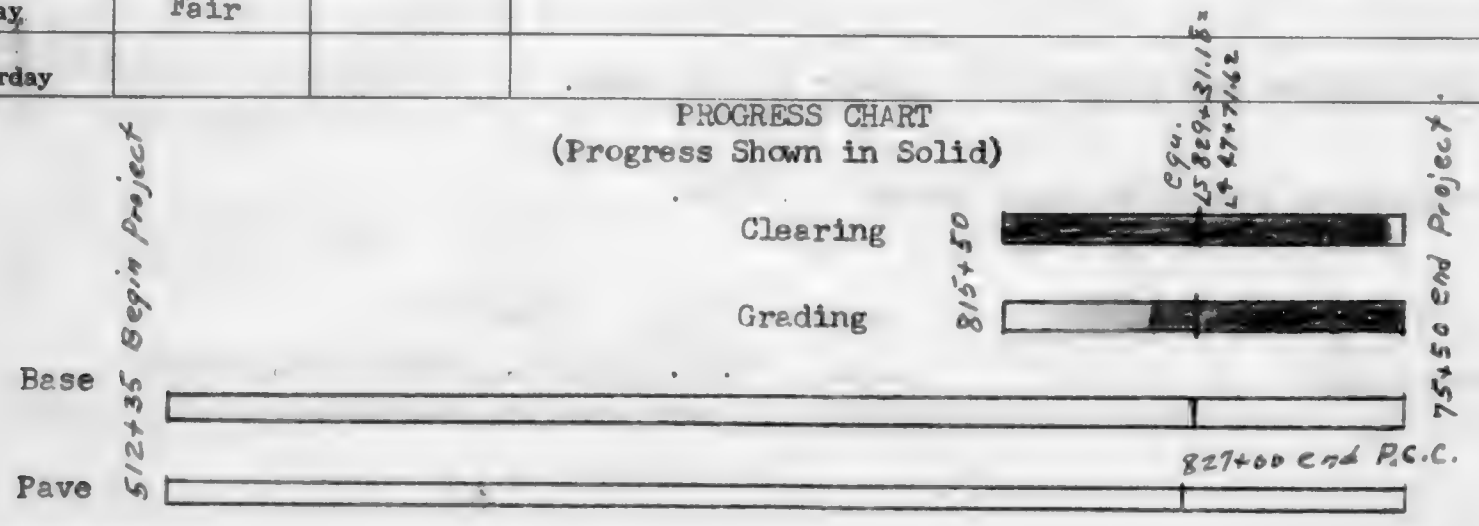
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02				
Miles partially completed	1.02				
Miles completed	None				
Total estimated quantities (contract)	161,000				
Total quantities corrected to date	200,000				
Estimated quantities moved or placed to date	160,000				
Average daily quantities Past Week	8,000				
Average daily quantities necessary to complete project on time	400				
Number shifts per day	2				
Hours per shift	9				
Average force on project for week	47				
Men	44				
Supervision	3				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...5...., Power graders ...2...., Rollers .....1., Mixers ....., Crushing or screening plants ....1..

Compressors .....2....., Bulldozers .....6....., Compaction rollers ....., Pay Loaders - 3 . . . . . , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

PROGRESS CHART
(Progress Shown in Solid)



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APR 3 1961
FOR FILING
I-5-1(9)44
5934

March 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the placing of rip rap on bridge and fills on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5834, in connection with Federal Aid Project No. I-5-1(9)44.

It is necessary to rip rap the fills at the east end of the Rogue River Bridges, at Homestead, to hold them. Suitable material is available on this project and can be placed most economically by the grading contractor.

Equipment rental rates will be in accordance with the State-AGC agreement and contractor's percentages in accordance with the Special Provisions of this contract.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

J-5-1 (3144

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 24, 1961

Section Evans Creek - Rock Point

Highway Pacific County Jackson

Contractor Roy L. Houck Sons' Corporation

Date of contract January 27, 1961

Date work started January 30, 1961

Project authorization $1,761,453.62
Exclusive of engineering $1,636,194.70

Kind of work Grading, Paving, Structures & Signing

Section prefix 615-1081

Contract number 5834

Specified work days 123

Work days used 18

Per cent of time elapsed 14.6 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 7.0 %

Engineering authorization . . . . $ 125,258.92

Engineering cost to date $ 7,100.00, 5.7 %

Date project was completed ....., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
92 %	75 %	54 %	50 %			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor made good progress with grading operations at Rock Point this week. Three cats ripping and dozing material from benches two and three. Shovel loading three payloaders on bench No. 1 and hauling to the detour and F2 and "S" lines.

Complete grading detour and place base rock on same. Too much rain to set up material properly and I tell contractor not to close existing highway until we are assured detour will handle traffic satisfactorily.

Large crew setting up crushing plant on the Foots Creek bar. Plans to start crushing operations about the first of next month.

Bridge subcontractor pours east wall and deck and starts forming wing walls on the Galls Creek Over-Pass structure.

(over)

Signed [signature]

Address P. O. Box 306, Grants Pass, Oregon

CONSTRUCTION DIVISION
RECEIVED
MAR 27 1961
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Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

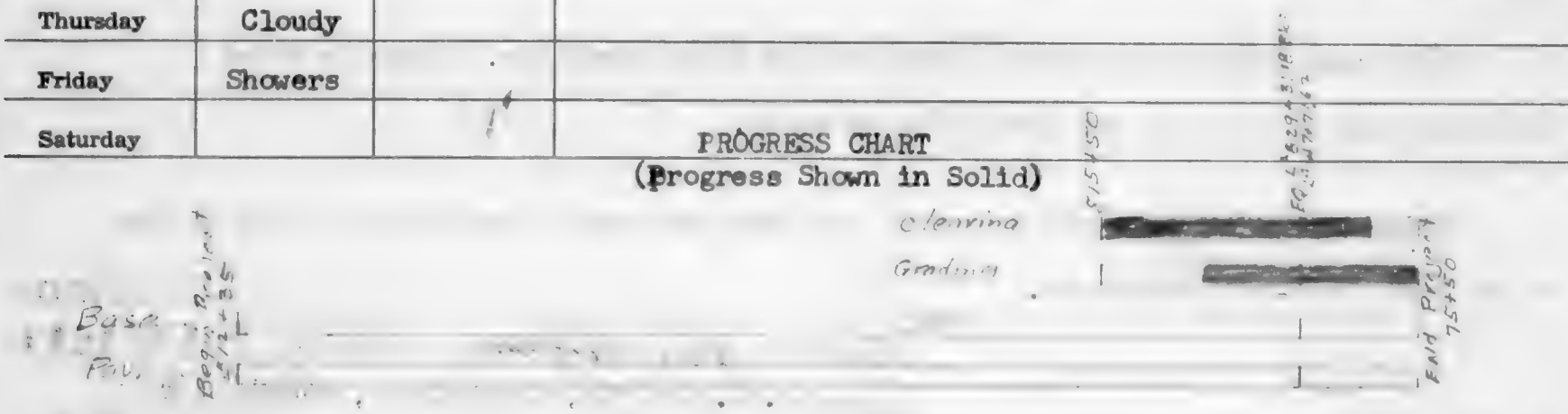
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02				
Miles partially completed	1.02				
Miles completed	None				
Total estimated quantities (contract)	161,000				
Total quantities corrected to date	200,000				
Estimated quantities moved or placed to date	120,000				
Average daily quantities Past Week	8,000				
Average daily quantities necessary to complete project on time	761				
Number shifts per day	2				
Hours per shift.	9				
Average force on project for week	47				
Men	44				
Supervision	3				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....5...., Power graders ..2....., Rollers .....1...., Mixers ....., Crushing or screening plants .....

Compressors .....2....., Bulldozers .....6....., Compaction rollers ....., Trucks - 6....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Showers		
Saturday			

PROGRESS CHART
(Progress Shown in Solid)



of this week.

Mr. Nicholls of the BPR and Mr. Klaboe and Mr. Chandler look over project Thursday

Form E-1—(Rev.)—

I-5 1(7)44

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 17, 19 61

Section Evans Creek - Rock Point

Kind of work Grading, Paving, Structures & Signing

Highway Pacific County Jackson

Section prefix 615-1081

Contractor Roy L. Houck Sons' Corporation

Contract number 5834

Date of contract January 27, 19 61

Specified work days 123

Date work started January 30, 19 61

Work days used 13

Project authorization $1,761,453.62
Exclusive of engineering $1,636,194.70

Per cent of time elapsed 10.6 %

Estimated cost of completed project, exclusive of engineering $1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 5.5 %
Engineering authorization $125,258.92

Engineering cost to date $6,200.00, 4.9 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
90 %	60 %	35 %	39 %			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Three cats ripping and dozing material from No. 3 and No. 4 benches. 80-D shovel on lower bench and four units hauling material to fills on F2, detour and L4 lines. Good progress this week.

Encounter hard rock and leave No. 3 and 4 bench higher than original plans, material is hard to the bottom of the benches.

Bridge sub-contractor placing reinforcing steel in walls and deck and pour concrete in northwest wall at the Galls Creek overpass structure.

Anticipated completion date October 15, 1961.

NOTED

Signed A. L. Chapman By: William T. Tuson

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.80
Miles partially completed	0.70	--			--
Miles completed	None	--			--
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	200,000	335,600			
Estimated quantities moved or placed to date	80,000				
Average daily quantities Past Week	4,000				
Average daily quantities necessary to complete project on time	1,090				
Number shifts per day	2				
Hours per shift	9				
Average force on project for week	29				
Men	26				
Supervision	3				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 2, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors 1, Bulldozers 5, Compaction rollers ....., Hauling Units - 4 . . . . . , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Showers		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Showers		
Friday	Showers		
Saturday			

RECEIVED
MAR 17 1961
FOR FILING
I-5-1(9)44
5834

March 17, 1961

Mr. R. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering substitution of gunite concrete ditch lining for poured in place ditch lining on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5834, in connection with Federal Aid Project No. I-5-1(9)44.

This agreement has been requested by the contractor with no change in unit price.

Verbal approval has been given by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
MAR 16 1961
FOR FILING
I-5-1(9)44
5831

March 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering salvaging of two 84" cattle passes on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5834, in connection with Federal Aid Project No. I-5-1(9)44.

The elimination of the need for these cattle passes was accomplished by right-of-way negotiations.

This order is for the removal of the cattle passes, backfill excavations and repair surfacing.

This is an anticipated item and funds were included in the Project Authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

Form E-1—(Rev.)—

I-5-1(9) 44

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 10, 1961

Section Evans Creek - Rock Point

Highway Pacific County Jackson

Contractor Roy L. Houck Sons' Corp.

Date of contract January 27, 1961

Date work started January 30, 1961

Project authorization $1,761,453.62

Exclusive of engineering $1,636,194.70

Engineering authorization $125,258.92

Engineering cost to date $5,285.00, 4.2 %

Kind of work Grading, Paving, Structures & Signing

Section prefix 615-1081

Contract number 5834

Specified work days 123

Work days used 8

Per cent of time elapsed 6.5 %

Estimated cost of completed project, exclusive of engineering $1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 4.5 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
90 %	50 %	29 %	36 %			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Three cats ripping and dozing material from the two middle benches. 80-D shovel on lower bench and four units hauling material to fills on F2 , detour and I4 lines.

Good progress this week.

Encounter soft material under lying the hard ridge of material along the easterly end of the cut. Believe it would not be advisable to leave this material as originally planned . Have had contractor remove all material from the benches excavated so far and if we continue to encounter soft material on the three remaining benches general excavation for this project will over-run about 25%.

Bridge sub-contractor placing reinforcing steel in walls and deck and pours one wing wall footing at the Galls Creek overpass structure.

(over)

C. E. PAULSEN NOTED

Signed R. F. Hyman

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.80
Miles partially completed	0.70	--			--
Miles completed	None	--			--
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	200,000	335,600			165,000
Estimated quantities moved or placed to date	60,000				
Average daily quantities Past Week	6,000				
Average daily quantities necessary to complete project on time	1,217				
Number shifts per day	2				
Hours per shift	9				
Average force on project for week	29				
Men	26				
Supervision	3				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 2, Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors 1, Bulldozers 5, Compaction rollers ....., Hauling Units - 4 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Showers		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Showers		
Friday	Cloudy		
Saturday			

Mr. Widows and Mr. Archbald on job Tuesday and supervise their crew in shifting all traffic to the two north bound lanes under the Rock Point Bridge. Shift made without interruption of traffic flow. Signs, lights and speed zones adequate to handle traffic safely.

Mr. Morgan over job on Tuesday of this week.

Anticipated completion date October 15, 1961.

Form E-1—(Rev.)—

I-5-1(9)44

I-5-3d

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Evans Creek - Rock Point

Highway Pacific County Jackson

Contractor Roy L. Houck Sons' Corporation

Date of contract January 27, 19 61

Date work started January 30, 19 61

Project authorization . . . . . $ 1,761,453.62

Exclusive of engineering . . . . $ 1,636,194.70

For Week Ending March 3, 1961

Kind of work Grading, Paving, Structures & Signing

Section prefix 615-1081

Contract number 5834

Specified work days 123

Work days used 3

Per cent of time elapsed 2.4 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 3.5 %

Engineering authorization . . . . $ 125,258.92

Engineering cost to date $ 4,980.00, 4.0 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
90 %	25 %	14 %	25 %			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Small clearing crew cleaning up around the Rock Point cut and finish clearing operations on the F2 and detour lines.

Three cats ripping and dozing material from top two benches. 80-D shovel working on grade level and on first bench loading three pay haulers. Placing material in adjacent main line fills and on F2 and detour lines. Fair progress this week.

Bridge sub-contractor works two days on Galls Creek Overpass widening operations. Shut down last three days this week waiting for steel shipment.

Contractor has 8-man crew levelling site and erecting shop building on the Foots Cr.Bar.

Mr. Chandler over job this week. Is particularly interested in traffic safety and

(over)

Noted
M. N. Juve

NOTED
JOHN R. OAKES

Signed R. L. Houck

Address P. O. Box 306, Grants Pass, Oregon

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MAR 6 1961
DIVISION

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

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	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.80
Miles partially completed	0.50	--			--
Miles completed	None	--			--
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	200,000	335,600			165,000
Estimated quantities moved or placed to date	29,000				
Average daily quantities Past Week	3,000				
Average daily quantities necessary to complete project on time	1,390				
Number shifts per day	2				
Hours per shift	9				
Average force on project for week	24				
Men	21				
Supervision	3				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...2..., Power graders ...1..., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ...1..., Bulldozers ...4..., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Lt Clouds		
Friday	Cloudy		
Saturday			

proposed plans to put two-way traffic on present north bound lanes at an early date.

Anticipated completion date October 15, 1961

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FOR FILING

I 5-1(9) 44

5834

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Evans Creek - Rock Point Date March 1 19 61

Highway Pacific Contract No. 5834

County Jackson Prefix 615-1081

Contractor Ray L. Houck Sons' Corporation F. A. Project No. I-5-1(9)44

Address 1585 20th Street NE, Salem, Oregon Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Substitute gunite concrete ditch lining for poured in place concrete ditch lining at the request of the contractor.

Locations by station numbers:

807+00 to 816+00

Names of pay items, estimated quantities and agreed prices:

Reinforced Gunite Ditch Lining 2,400 sq. yd. at 5.95 = $14,280.00

Price per sq. yd. same as bid price for Reinforced Concrete Ditch Lining.

Specifications, basis of measurement and other provisions: Standard specifications and Special Provisions of this contract to apply. Particularly Article 2.4.27 "Pneumatically Applied Mortar" from the Standard Specifications for Highway Bridge Construction, issue May 1, 1954. Thickness and wire mesh reinforcing to be the same as called for in the Reinforced Concrete Ditch Lining. No additional payment to be made for additional cement used. (over)

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,761,453.62	
Present estimate of project cost, including $ --- for work under this order	$1,761,453.62	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Submitted by: R. L. Richardson
Resident Engineer

Approval Recommended: L. L. Handley
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Signed Ray L. Houck Sons' Corporation
Contractor

By: Ray L. Houck

Approved:
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 20655

(1) "Gunite", as used herein, is the name given to a mixture of sand and cement of the proportions necessary to meet specifications strength for Class "A" concrete in Standard specifications for Highway Construction by the Oregon State Hwy. Com. Gunite to be thoroughly mixed in a dry state in an approved mixer and placed under pneumatic pressure.

(2) The cement used shall meet the Standard Specifications for Class "A" Concrete.

(3) The sand employed shall meet the Standard Specifications for Class "A" Concrete.

(4) The term "dry" as applied to the sand to be used does not mean that ALL moisture must be removed, but that it shall have a normal moisture content of 3% to 5%.

(5) Before placing the mixture in the hopper of the "CEMENT GUN", all material and lumps over 3/8" in size shall be removed by screening.

(6) The air pressure at the "CEMENT GUN" shall be maintained at not less than 35# per sq inch when up to 100' of material hose is used. The pressure shall be raised at least 5# for each additional 50' of hose added.

(7) The water used for hydrating the material at the nozzle shall be clean and free from all substances that would tend to interfere with the setting qualities or strength of the cement. The water shall be maintained at a uniform pressure at least 15#/sq inch greater than the air pressure at the "CEMENT GUN". In no case shall a greater amount of water be used than that necessary to produce proper hydration.

(8) The contractor shall work only with experienced men. No nozzleman will be deemed experienced unless he has done considerable work on other contracts where the work was of a similar type to that specified herein, or has otherwise proved his qualifications to the satisfaction of the engineer by other equally important work.

(9) The nozzle shall be held at such distance (2' to 4') and position that the stream of flowing material shall impinge as nearly as possible at right angles to the surface being covered. Any deposit of loose sand shall be removed prior to placing any original or succeeding layers of "GUNITE", and should any deposit of sand be covered with "GUNITE", it shall be cut out and replaced with "GUNITE".

(10) At the end of any day's work, or similar stopping periods, the "GUNITE" shall be tapered to a thin edge. Before shooting the adjacent section, this tapered portion shall be thoroughly cleaned and wetted. No Square joints will be allowed.

(11) In shooting vertical surfaces care must be taken to begin the "GUNITE" work at the bottom and complete at the top.

(12) The "GUNITE" shall be kept dampened for at least four days after placing. Where practical burlap or other covering shall be used to protect the work from direct rays of the sun.

(13) "GUNITE" shall not be placed during freezing weather, except by order of the engineer, and under precautions specified by him. In no case shall "GUNITE" be placed against any surface in which frost is present.

(14) "GUNITE" shall not be laid on a muddy surface as designated by the engineer in charge.

(15) All "GUNITE" shall be placed by and through tips of the type known as "Horn", or "premixing" nozzle.

(16) Weep holes to be placed at locations as designated by engineer in charge. No additional payment to be made for placing said weep holes.

Form E-1—(Rev.)—

I-5-1 (7) 44

5834

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 24, 19 61

Section Evans Creek - Rock Point

Highway Pacific County Jackson

Contractor Roy L. Houck Sons' Corporation

Date of contract January 27, 19 61

Date work started January 30, 19 61

Project authorization . . . . . $ 1,761,453.62
Exclusive of engineering . . . . $ 1,636,194.70

Kind of work Grading, Paving, Structures & Signing

Section prefix 615-1081

Contract number 5834

Specified work days 123

Work days used 0

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 2.2 %

Engineering authorization . . . . $ 125,258.92

Engineering cost to date $ 2,700.00, 2.2 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
80 %	---	8 %	22 %	---	---	---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor has one D-8 and one D-9 cat ripping and pushing over on bench No. 6, the top bench, on Rock Point cut. Strike narrow ridge of fairly hard rock and do some minor shooting to maintain slope. Have this top bench about to proposed grade. Move in 80-D shovel and spend three days building up berm to insure traffic safety.

Bridge sub-contractor has good sized crew on false work and forms on the Galls Creek overpass widening.

Mr. Mills of B.P.R. and Mr. Chandler over project this week.

Anticipated completion date October 15, 1961

NOTED
JOHN R. OAKES

Signed [signature]

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.80
Miles partially completed	0.30	--			--
Miles completed	None	--			--
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	200,000	335,600			
Estimated quantities moved or placed to date	14,000				
Average daily quantities Past Week	2,000				
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	9				
Average force on project for week	19				
Men	16				
Supervision	3				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 1, Power graders 1, Rollers --, Mixers ..., Crushing or screening plants ...

Compressors 1, Bulldozers 3, Compaction rollers ..., Scrapers 2, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Fair		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Cloudy		
Saturday			

Form E-1—(Rev.)—

I-5-1(9)44

#5834

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Evans Creek - Rock Point

Highway Pacific County Jackson

Contractor Roy L. Houck Sons' Corporation

Date of contract January 27, 19 61

Date work started January 30, 19 61

Project authorization $1,761,453.62

Exclusive of engineering $1,636,194.70

For Week Ending February 17, 19 61

Kind of work Grading, Paving, Structures & Signing

Section prefix 615-1081

Contract number 5834

Specified work days 123

Work days used 0

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 1.5 %

Engineering authorization . . . . $ 125,258.92

Engineering cost to date $ 1,265.00 ; 1.0 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
80 %	---	2 %	18 %			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Completed clearing work on the Rock Point cut and adjacent fills. Started pioneer work on top of this cut and get down about half way on the top bench. Rolling rocks could possibly endanger traffic so put all equipment on the lower bench to build shelf and berm to protect traffic.

Contractor has D-8 dozer, two DW-21 scrapers and blade levelling for plant site at the Foots Creek Bar. Moves in some plant equipment.

Bridge sub-contractor completes excavation for wing walls and work on false work and forms at the Galls Creek Overpass structure.

Anticipated completion date October 15th, 1961.

NOTED

NOTED

C. E. PAULSON

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NOTED-- CE ACE DOE

Name M. N. Juve

Signed

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.88
Miles partially completed	0.30	~~66~~			---
Miles completed	None	----			---
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	161,000	335,600			165,000
Estimated quantities moved or placed to date	2,000				
Average daily quantities Past Week	500				
Average daily quantities necessary to complete project on time	1,280				
Number shifts per day	2				
Hours per shift	9				
Average force on project for week	19				
Men	16				
Supervision	3				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...1..., Power graders ...1..., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ...4..., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Clear		
Friday	Cloudy		
Saturday			

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FEB 16 1961
FOR FILING
I-5-1(9)44
.944

February 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 30, 1961, on Contract No. 2834, Evans Creek-Rock Point Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(9)44.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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FEB 14 1961
COMMISSIONERS
FOR FILING

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KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD OLIVER, SECRETARY
SALEM

I-5-1 (9) 44
1434

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 14, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5834, awarded January 27, 1961, for grading-paving-structure-signing on the Evans Creek-Rock Point Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 14 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(9)44

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 14, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #5834, awarded January 27, 1961, to Roy L. Houck Sons' Corp., for grading-paving-structure-signing on the Evans Creek-Rock Point Section of Pacific Highway in Jackson County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

Form E-1—(Rev.)—

I-5-1(9)44

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 10, 19 61

Section Evans Creek- Rock Point

Kind of work Grading, Paving, Structures & Signing

Highway Pacific County Jackson

Section prefix 615-1081

Contractor Roy L. Houck Sons' Corporation

Contract number 5834

Date of contract January 27, 19 61

Specified work days 123

Date work started January 30, 19 61

Work days used 0

Project authorization $1,761,453.62

Exclusive of engineering $1,636,194.70

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering $1,636,194.70

Estimated per cent overrun or underrun . . . . . none %

Per cent of contract completed, based on estimated cost . . . . . 0.8 %

Engineering authorization $125,258.92

Engineering cost to date $ 720, 0.6 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
75%	-------	------	10.5%	------	--------	-----

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor has 8-man crew with D-8 dozer and power saws clearing and burning at Rock Point. Constrcted Pioneer cat roads over the cut and from the lower bench easterly to the highway.

Bridge Sub-contractor excavated for web wall and wing wall footings. Pours the footing for the easterly web- wall.

Went over project with Roy Houck Jr. and worked out plans for handling traffic during different stages of grading work at the Rock Point cut.

Mr. Morgan looked over the job this week and approved preliminary plans for handling traffic at Rock Point.

Anticipated completion date October 15th, 1961.

NOTED

CONSTRUCTION DIVISION
RECEIVED
FEB 13 1961

Signed R. L. Morgan

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing Dept. 4-61

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.88
Miles partially completed	none	-----			----
Miles completed	none	----			----
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	161,000	335,600			165,000
Estimated quantities moved or placed to date	none				
Average daily quantities					
Average daily quantities necessary to complete project on time	1,310				
Number shifts per day	1 1				
Hours per shift	9				
Average force on project for week	15 8				
Men	2				
Supervision	13				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...1...., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers .....2....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Rain		
Friday	Rain		
Saturday			

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FEB 9 1961
FOR FILING

I-5-1(9) 44
5434

February 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, Contract No. 5834, in connection with Federal Aid Project No. I-5-1(9)44.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

Form E-1—(Rev.)—

I-5-1(7)44

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 3, 1961

Section Evans Creek - Rock Point

Kind of work Grading, Paving, Structures & Signing

Highway Pacific County Jackson

Section prefix 615-1081

Contractor Roy L. Houck Sons' Corporation

Contract number 5834

Date of contract January 27, 1961

Specified work days 123

Date work started January 30, 1961

Work days used 0

Project authorization . . . . . $ 1,761,453.62

Exclusive of engineering . . . . $ 1,636,194.70

Per cent of time elapsed 0 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,636,194.70

Estimated per cent overrun or underrun . . . . . None %

Per cent of contract completed, based on estimated cost . . . . . 0.5 %

Engineering authorization . . . . $ 125,258.92

Engineering cost to date $ 215.00, 0.2 %

Date project was completed ....., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
10 %	---	----	2 %	---	---	---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Work started on this project on Monday of this week. Bridge sub-contractor cut sheer keys in vertical wall on existing Galls Creek overpass. Excavated for and forming footings for southerly wall extension.

Contractor started clearing operations for the Rock Point cut and the F2 line. Removed fencing above the cut and salvaged metal materials from about 200 feet of the irrigation flume below Rock Point.

Mr. Chandler over job on Friday of this week.

Anticipated completion date October 15th, 1961.

CONSTRUCTION DIVISION
RECEIVED
FEB 6 1961
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

Signed .....

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	5.88			5.88
Miles partially completed	None	--			--
Miles completed	None	--			--
Total estimated quantities (contract)	161,000	335,600			165,000
Total quantities corrected to date	161,000	335,600			165,000
Estimated quantities moved or placed to date	None				
Average daily quantities					
Average daily quantities necessary to complete project on time	1,310				
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	9				
Men	2				
Supervision	7				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 1, Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

RECEIVED
FEB 1 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(9)44
5934

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 1, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission, as follows:

Contract #5834, awarded January 27, 1961, for grading-paving-structure-signing on the Evans Creek-Rock Point Section of Pacific Highway in Jackson County.

Please execute two of these copies as to contract and bond, and return both copies to this office for execution by the Highway Commission. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT SO IT WILL NOT BE NECESSARY TO RETURN THE FORMS TO YOU FOR CORRECTION.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor," is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JAN 27 1961
FOR FILING

I-5-1(9) 44

5434-

January 27, 1961

Roy L. Houck Sons' Corporation
1585 - 20th N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on January 27, 1961 awarded to you State Highway Contract No. 5834 for paving, structure widening and signing on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County.

This award was based on your bid of $1,555,686.55 which was the low bid submitted to the Commission on January 24, 1961 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mb
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 27, 1961

I-5-1(9) 44
5834

By:
D. M. Emrich
Acting Division Engineer

C. C. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-1(9)44

As requested in your letter of today concerning Oregon Project I-5-1(9)44, Evans Creek-Rock Point Section of the Pacific Highway, we hereby concur, as of this date, in award of Contract No., 5834 to Roy L. Houck Sons Corp., of Salem, Oregon, low bidder in the amount of $1,555,686.55 at the January 24, 1961 bid opening.

Advice that all rights-of-entry have been acquired for this project was contained in your letter of January 23, 1961.

NOTED
FOREST GROVE

DATE OF OPENING BIDS January 24, 1961
NO. OF BIDS RECEIVED 3

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Evans Creek-Rock Point
HIGHWAY Pacific
COUNTY Jackson
TYPE OF WORK Paving, Structure & Signing

NO.	ITEM	QUANTITY	UNIT	Roy L. Houck Sons' Corp. Salem		Peter Kiewit Sons' Co. Omaha, Nebr.	R. A. He Const. C & Rogers Const. I Portland
				UNIT BID	AMOUNT	UNIT BID	UNIT BI
1	CLEARING AND GRUBBING	1.0	LUMP SUM	86000.00	86000.00	8500.00	40000.0
2	REMOVAL OF PAVEMENT	2400.0	SQ YDS	.50	1200.00	.10	.5
3	DRAINAGE EXCAVATION UNCLASSIFIED	3000.0	CU YDS	3.00	9000.00	3.85	3.0
4	GENERAL EXCAVATION UNCLASSIFIED	161000.0	CU YDS	.75	120750.00	.85	1.0
5	SHORT OVERHAUL	295000.0	YD STAS	.01	2950.00	.02	.0
6	LONG OVERHAUL	5600.0	C YD STAS	.40	2240.00	.50	.2
7	FINISHING ROADBED AND SLOPES	1.0	LUMP SUM	1000.00	1000.00	1000.00	3000.0
8	12 INCH CONCRETE PIPE	140.0	LIN FT	3.00	420.00	2.00	1.6
9	18 INCH CONCRETE PIPE	240.0	LIN FT	4.50	1080.00	3.50	3.1
10	12 INCH SEWER PIPE	460.0	LIN FT	3.00	1380.00	3.40	1.6
11	6 INCH PERF METAL DRAIN PIPE UNCOATED	380.0	LIN FT	2.00	760.00	2.00	1.5
12	SPECIAL BACKFILL IN DRAINS	52.0	CU YDS	5.00	260.00	6.00	6.0
13	CONCRETE INLETS TYPE D	5.0	ONLY	100.00	500.00	130.00	110.0
14	CONCRETE INLETS TYPE G	2.0	ONLY	100.00	200.00	125.00	105.0
15	CONCRETE IN ISLANDS	110.0	CU YDS	37.00	4070.00	35.00	38.0
16	3 4 IN X 8 IN DOWEL PINS	330.0	ONLY	.25	82.50	.60	.5
17	CONCRETE END PIECES	1.0	ONLY	150.00	150.00	90.00	210.0
18	CONCRETE DITCH LINING	2400.0	SQ YDS	5.95	14280.00	6.00	6.5
19	METAL GUARD RAIL	13000.0	LIN FT	2.23	28990.00	2.35	2.3

LOW BID

II-S-239

II-S-1(9)44

F.A.P. NO. I-5-1(9)44
SHEET NO. 1 OF 4 SHEETS PAGE 3

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

	Roy L. Houck Sons' Corp. Salem		Peter Kiewit Sons' Co. Omaha, Nebr.	R. A. Heintz Const. Co. & Rogers Const. Inc. Portland			
	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
SUM	86000.00	86000.00	8500.00	40000.00			
DS	.50	1200.00	.10	.50			
DS	3.00	9000.00	3.85	3.00			
S	.75	120750.00	.85	1.00			
TAS	.01	2950.00	.02	.02			
STAS	.40	2240.00	.50	.50			
SUM	1000.00	1000.00	1000.00	3000.00			
FT	3.00	420.00	2.00	1.60			
FT	4.50	1080.00	3.50	3.10			
FT	3.00	1380.00	3.40	1.80			
FT	2.00	760.00	2.00	1.50			
DS	5.00	260.00	6.00	6.00			
	100.00	500.00	130.00	110.00			
	100.00	200.00	125.00	105.00			
DS	37.00	4070.00	35.00	38.00			
	.25	82.50	.60	.50			
	150.00	150.00	90.00	210.00			
DS	5.95	14280.00	6.00	6.50			
FT	2.23	28990.00	2.35	2.30			

LOW BID

DATE OF OPENING BIDS January 24, 1961
NO. OF BIDS RECEIVED 3

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Evans Creek-Rock Point
HIGHWAY Pacific
COUNTY Jackson
TYPE OF WORK Paving, Structure & Signing

NO.	ITEM	QUANTITY	UNIT	Roy L. Houck Sons' Corp. Salem UNIT BID	Roy L. Houck Sons' Corp. Salem AMOUNT	Peter Kiewit Sons' Co. Omaha, Nebr. UNIT BID	R. A. Const. and Re Const. Portla UNIT
20	METAL MEDIAN BARRIER	6000.0	LIN FT	3.34	20040.00	3.50	
21	TYPE 2 BARRICADE	630.0	LIN FT	3.24	2041.20	3.50	
22	SALVAGE AND REINSTALL GUARD RAIL	600.0	LIN FT	1.50	900.00	1.55	
23	GUARD RAIL SALVAGED BARRICADE	190.0	LIN FT	1.00	190.00	1.10	
24	GUIDE POSTS TYPE W 1	290.0	ONLY	6.00	1740.00	6.50	
25	GUIDE POSTS TYPE Y 2	200.0	ONLY	7.00	1400.00	7.40	
26	GUIDE POSTS TYPE Y 3	6.0	ONLY	8.00	48.00	8.00	
27	TYPE 2 FENCE	270.0	RODS	6.25	1687.50	6.30	
28	COARSE CRUSHED MATERIAL IN BASE	311600.0	TONS	1.15	358340.00	1.31	
29	3 4 IN 0 MATERIAL IN BASE	24000.0	TONS	1.15	27600.00	1.50	
30	SPRINKLING	16100.0	M GALS	2.00	32200.00	2.00	
31	PREPARATION OF BASE	1.0	LUMP SUM	2500.00	2500.00	1000.00	250
32	3 4 INCH 0 MATERIAL IN BINDER COURSE	550.0	CU YDS	3.50	1925.00	3.60	
33	FURNISHING AND PLACING AGGREGATES	900.0	CU YDS	4.00	3600.00	5.80	
34	120 150 ASPHALT	70.0	TONS	45.00	3150.00	47.00	4
35	RS 2 ASPHALT	105.0	TONS	48.00	5040.00	50.00	5
36	ASPHALTIC CONCRETE MIXTURE	25100.0	TONS	3.30	82830.00	3.75	
37	ASPHALT IN MIXTURE	1380.0	TONS	36.65	50577.00	37.50	3
38	ASPHALTIC CONCRETE TRAFF MARKERS TYPE L	1700.0	LIN FT	.75	1275.00	.80	

LOW BID

OREGON STATE HIGHWAY DEPARTMENT

F.A.P. NO. I-5-1(9)44
SHEET NO. 2 OF 4 SHEETS PAGE 3

ITEMIZED BIDS RECEIVED

ng	Roy L. Houck Sons' Corp. Salem		Peter Kiewit Sons' Co. Omaha, Nebr.	R. A. Heintz Const. Co. and Rogers Const. Inc. Portland			
UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
IN FT	3.34	20040.00	3.50	3.40			
N FT	3.24	2041.20	3.50	4.00			
N FT	1.50	900.00	1.55	1.50			
N FT	1.00	190.00	1.10	1.50			
LY	6.00	1740.00	6.50	7.00			
LY	7.00	1400.00	7.40	7.50			
LY	8.00	48.00	8.00	8.00			
DS	6.25	1687.50	6.30	7.00			
NS	1.15	358340.00	1.31	1.60			
NS	1.15	27600.00	1.50	1.50			
GALS	2.00	32200.00	2.00	1.50			
UMP SUM	2500.00	2500.00	1000.00	2500.00			
U YDS	3.50	1925.00	3.60	2.40			
U YDS	4.00	3600.00	5.80	3.50			
NS	45.00	3150.00	47.00	47.00			
NS	48.00	5040.00	50.00	50.00			
NS	3.30	82830.00	3.75	3.40			
NS	36.65	50577.00	37.50	36.00			
IN FT	.75	1275.00	.80	1.00			

LOW BID

DATE OF OPENING BIDS January 24, 1961
NO. OF BIDS RECEIVED 3

OREGON STATE HIGHWAY DEPARTMEN

ITEMIZED BIDS RECEIVED

SECTION Evans Creek-Rock Point
HIGHWAY Pacific
COUNTY Jackson
TYPE OF WORK Paving, Structure & Signing

NO.	ITEM	QUANTITY	UNIT	Roy L. Houck Sons' Corp. Salem		Peter Kiewit Sons' Co. Omaha, Nebr.	R. A. Const and R Const Portl
				UNIT BID	AMOUNT	UNIT BID	UNI
39	8 INCH PORTLAND CEMENT CONCR PAVEMENT	165000.0	SQ YDS	3.03	499950.00	3.23	
40	3 4 INCH EXPANSION JOINTS	520.0	LIN FT	1.00	520.00	1.00	
41	CONTRACTION JOINTS	24000.0	LIN FT	.05	1200.00	.05	
42	DOWEL BARS	24600.0	ONLY	.40	9840.00	.50	
43	TIE BARS AND BAR REINFORCEMENT	105000.0	LBS	.11	11550.00	.12	
44	WIRE FABRIC REINFORCEMENT	164000.0	SQ YDS	.58	95120.00	.58	
45	3 8 IN O MATERIAL IN CUSHION COURSE	8100.0	TONS	1.25	10125.00	1.00	
46	VERTICAL ALTERNATE FLASHING BEACON	1.0	ONLY	725.00	725.00	700.00	10
47	REMOVAL OF EXISTING SIGN INSTALLATION	1.0	LUMP SUM	100.00	100.00	100.00	12
48	FURNISH 8 IN BP 36 LB STEEL PILING	489.0	LIN FT	4.85	2371.65	5.05	
49	DRIVE STEEL PILES	37.0	ONLY	54.50	2016.50	57.00	6
50	METAL SIGN POSTS	1.0	LUMP SUM	1740.00	1740.00	1800.00	150
51	WOOD SIGN POSTS	1.0	LUMP SUM	2020.00	2020.00	2100.00	250
52	TYPE A SIGNS IN PLACE	2574.0	SQ FT	6.90	17760.60	7.10	
53	TYPE B SIGNS IN PLACE	128.0	SQ FT	7.00	896.00	6.90	
54	TYPE C AND D SIGNS IN PLACE	1177.0	SQ FT	3.80	4472.60	4.00	3
55	TYPE E F AND G SIGNS IN PLACE	198.0	SQ FT	6.00	1188.00	4.40	3
56	TYPE J SIGNS IN PLACE	26.0	SQ FT	10.00	260.00	7.35	9
57	REMODEL STRUCTURE AND MAINTAIN TRAFF	1.0	LUMP SUM	2000.00	2000.00	3500.00	2000

LOW BID

OREGON STATE HIGHWAY DEPARTMENT

F.A.P. NO. I-5-1(9)44
SHEET NO. 3 OF 4 SHEETS PAGE 3

ITEMIZED BIDS RECEIVED

igning

UNIT	Roy L. Houck Sons' Corp. Salem		Peter Kiewit Sons' Co. Omaha, Nebr.	R. A. Heintz Const. Co. and Rogers Const. Inc. Portland			
	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
SQ YDS	3.03	499950.00	3.23	3.23			
LIN FT	1.00	520.00	1.00	1.00			
LIN FT	.05	1200.00	.05	.05			
ONLY	.40	9840.00	.50	.50			
LBS	.11	11550.00	.12	.12			
SQ YDS	.58	95120.00	.58	.58			
TONS	1.25	10125.00	1.00	1.00			
ONLY	725.00	725.00	700.00	100.00			
LUMP SUM	100.00	100.00	100.00	125.00			
LIN FT	4.85	2371.65	5.05	4.75			
ONLY	54.50	2016.50	57.00	60.00			
LUMP SUM	1740.00	1740.00	1800.00	1500.00			
LUMP SUM	2020.00	2020.00	2100.00	2500.00			
SQ FT	6.90	17760.60	7.10	7.00			
SQ FT	7.00	896.00	6.90	7.10			
SQ FT	3.80	4472.60	4.00	3.50			
SQ FT	6.00	1188.00	4.40	3.90			
SQ FT	10.00	260.00	7.35	9.00			
LUMP SUM	2000.00	2000.00	3500.00	2000.00			

LOW BID

DATE OF OPENING BIDS January 24, 1961
NO. OF BIDS RECEIVED 3

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Evans Creek-Rock Point
HIGHWAY Pacific
COUNTY Jackson
TYPE OF WORK Paving, Structure & Signing

NO.	ITEM	QUANTITY	UNIT	Roy L. Houck Sons' Corp. Salem UNIT BID	Roy L. Houck Sons' Corp. Salem AMOUNT	Peter Kiewit Sons' Co. Omaha, Nebr. UNIT BID	R. A. Heintz Const. Co. and Rogers Const. Inc. Portland UNIT BID
58	SHORING CRIBBING ETC	1.0	LUMP SUM	800.00	800.00	250.00	900.00
59	STRUCTURAL EXCAVATION	230.0	CU YDS	3.00	690.00	2.50	5.00
60	STRUCTURAL EXC BELOW ELEV SHOWN	10.0	CU YDS	3.00	30.00	10.00	5.00
61	CLASS A CONCRETE	1.0	LUMP SUM	11766.00	11766.00	12800.00	12000.00
62	METAL REINFORCEMENT	1.0	LUMP SUM	5269.00	5269.00	6300.00	5500.00
63	WATERPROOFING	450.0	SQ FT	.40	180.00	1.00	3.00
64	LIGHTWEIGHT CONCRETE	14.0	CU YDS	50.00	700.00	50.00	60.00
99	TOTAL TOTAL				1555686.55	1612085.35	1736306.25

LOW BID

F.A.P. NO. I-5-1(9)44
SHEET NO. 4 OF 4 SHEETS PAGE 3

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

	Roy L. Houck Sons' Corp. Salem		Peter Kiewit Sons' Co. Omaha, Nebr.	R. A. Heintz Const. Co. and Rogers Const. Inc. Portland			
UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
MP SUM	800.00	800.00	250.00	900.00			
U YDS	3.00	690.00	2.50	5.00			
U YDS	3.00	30.00	10.00	5.00			
MP SUM	11766.00	11766.00	12800.00	12000.00			
UMP SUM	5269.00	5269.00	6300.00	5500.00			
Q FT	.40	180.00	1.00	3.00			
U YDS	50.00	700.00	50.00	60.00			
		1555686.55	1612085.35	1736306.25			

LOW BID

FORM E-123

RECEIVED
JAN 17 1961

I-5-1(9)44

II 58 34

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 12, 1961

Correction Letter No. 2

TO PROSPECTIVE BIDDERS ON THE
EVANS CREEK-ROCK POINT
GRADING, PAVING, STRUCTURE
AND SIGNING PROJECT

Gentlemen:

This letter is to advise you of changes in the special provisions for the above-named project, bids for which are to be received in Salem on January 24, 1961.

On page 32 of the special provisions for oiling, the provision under the heading "Prospective Source of Aggregates" will be deleted in its entirety and the following two provisions substituted:

"Prospective Sources of Aggregates:

The aggregates to be used in the binder course and oil mat wearing surface may be obtained from the same prospective sources and under the same provisions applying thereto as is hereinbefore set forth in the provisions for 'Stone Base and Surfacing', under the heading 'Prospective Sources of Materials'.

"Removal of Natural Fines:

The provisions hereinbefore set forth under the heading 'Stone Base and Surfacing' and subheading 'Removal of Natural Fines' shall be understood to apply to the production of oiling aggregates."

On page 34 of the special provisions for paving, the provisions under the heading "Prospective Sources of Aggregates" will be deleted in its entirety and the following two provisions substituted:

"Prospective Sources of Aggregates:

The paving aggregates may be obtained from the same prospective sources and under the same provisions applying thereto as is hereinbefore set forth in the provisions for 'Stone Base and Surfacing', under the heading 'Prospective Sources of Materials'.

"Removal of Natural Fines:

The provisions hereinbefore set forth under the heading 'Stone Base and Surfacing' and subheading 'Removal of Natural Fines' shall be understood to apply to the production of paving aggregates."

The above changes will be reflected in the contract provisions for this project, and your bid will be understood to have been made accordingly.

Very truly yours,

W. C. WILLIAMS

State Highway Engineer

RECEIVED
JAN - 3 1961
FOR FILING
I-5-1(7)44
5834

1920

January 3, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of December 28, 1960, concerning time allocation of 123 days for the Evans Creek-Rock Point section of Interstate 5 as proposed by our P. S. and E.

This job has been studied carefully and we can find no reason that it cannot be completed in the normal 123 days allocated. The grading over a great portion of the project is complete, as are the structures. The remainder of the grading can proceed simultaneously with surfacing. I attach a required performance chart which would indicate an easy schedule of operations.

Your letter states that this project will require an average production of $13,700 per day or $274,000 per month, a rate of progress that has never been achieved in Oregon before. This opinion is not based on fact as a cursory study of past records would have disclosed. I call your attention to the fact that on paving projects previously awarded we have made monthly progress payment estimates as follows:

August 1958	$441,520
September 1958	$3[illegible]6,285
August 1959	$33[illegible],200
September 1959	$227,335
July 1960	$324,942
August 1960	$556,436
September 1960	$5[illegible]6,191
October 1960	$402,675

These estimates were all paid on projects operated by Roy Houck. The estimates are on jobs comparable to the one in question and most certainly do not represent all of Houck's operations. We feel that there are several contractors who are equally as capable as Houck and, in fact, you are aware that the Kiewit Company has underbid Houck on some paving jobs.

We have, in several ways, indicated to you that the 123-day limit was selected with the intent of completing the project in the fall of 1961. Any increase in this amount of workdays would no doubt permit the project to lapse over into 1962 and would result in a continued use of the old road for an additional six months. We calculate this to result in $205,620 added costs to the motoring public for the six-month period.

We therefore request that you approve the P. S. & E. with the 123-day time limit as submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw fn

CON RSB 228 12-29-60 4:41

TOM EDWARDS

THE THREE LARGEST MONTHLY ESTIMATES IN DOLLARS ON THE TWO PROJECTS AS REQUESTED ARE AS FOLLOWS LINN COUNTY LINE-MCKENZIE RIVER (PAVING) CONTRACT NO 5573 AUGUST ESTIMATE $556,436.66-- JULY ESTIMATE $324,942.65-- SEPTEMBER ESTIMATE $84,967.50
MCKENZIE RIVER- WILLAMETTE RIVER (PAVING) CONTRACT NO 5592 SEPTEMBER ESTIMATE $425,224.28-- OCTOBER ESTIMATE $402,675.49 AUGEST ESTIMATE $109,378.76.

MORT FILLMORE

LK:,.

359-S KEUFFEL & ESSER CO
10 × 10 to the Inch.
MADE IN U. S. A.

REQUIRED PERFORMANCE CHART
EVANS CR. - ROCK PT.
Pacific Hwy

Grading 161,000 cy — 4000 cy / day

Base + Subbr. 336,000 T — 6000 T / working day. — 6000 T/D

Bridge * — 60 working days

Guard Rail & Traffic Devices * — 500 lin ft. / day
20,000 Lin Ft. Guard & Median Rail

Paving — 2500 lin ft. / work. day
160,000 Sq yds.
12 000 Lin ft. Lane

Lights * — Landscaping

March A M J J A S Oct

Home

* Possible Subcontract Items.

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 28, 1960

FROM : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

SUBJECT: Project I-5-1(9)44
Evans Creek-Rock Point Section

It is noted from the P. S. and E. documents for the above project that only 123 days of contract time are allowed to perform an estimated $1,686,000 of contract work. This would require an average production of about $13,700 per day or $274,000 per month, a rate of progress that has never been even closely achieved before in Oregon. Frankly we do not believe it possible to complete the project within the specified time limit. Therefore, the contractor will increase his unit prices sufficiently to reimburse him for the penalty of time overrun. We, accordingly request that a more realistic time limit be specified. It should be increased at least to allow for a full construction season.

For Draft

NOTED
FORREST COOPER

RECEIVED

FORM E-123-X 75M 1-50

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-3-1(9)44

5824

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 30, 1960

Mr. C. C. Polk, Division Engineer
U. S. Bureau of Public Roads
400 State Highway Building
Salem, Oregon

Re: Right of Way Status
Evans Creek-Rock Point
Section
Pacific Highway
Jackson County

Dear Sir:

All right of way has been secured on the Evans Creek-Rock Point Section (grading, paving, structure and signing) except for File No. 32455 - Miller - $3,[illegible]. This file is needed for a disposal area.

Appraisals have been completed and reviewed and negotiations are currently under way. If we are unable to acquire this property by negotiation, we will go into condemnation proceedings by February 15, 1961.

I believe Mr. Wright has discussed this with you.

Very truly yours,

E. E. [illegible]
Assistant Right of Way Engineer

EEK:mr

cc: Mr. Forrest Cooper ✓
Mr. L. I. Nims
Mr. H. L. Porter

NOTED
FORREST COOPER

RECEIVED

I-5-1(9)44

E834

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project I-5-1(9)44

We have today approved the P. S. and E. documents for Oregon Project I-5-1(9)44, Evans Creek-Rock Point Section of the Pacific Highway, grading, paving, structure and signing.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Porter
Edw.

NOTED
FORREST COOPER

FORM E-123

RECEIVED
JAN - 3 1961
FOR FILING
I-5-1(9)44
5834

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 30, 1960

TO PROSPECTIVE BIDDERS ON THE
EVANS CREEK-ROCK POINT
GRADING, PAVING, STRUCTURE AND
SIGNING PROJECT

Correction Letter No. 1

Gentlemen:

This letter is to advise you of a change in the special provisions regarding removal of buildings on the above-named project, bids for which are to be received in Salem on January 24, 1961.

On page 4 of the special provisions, the provisions for "Removal of Buildings" will be deleted in their entirety and the following provisions will be included under the general heading "Clearing and Grubbing":

"Limitation of Access to Disposal Area:

"The contractor is advised that he will not be permitted to make entry on or to encroach upon that portion of the disposal area, indicated on Sheet 9 of the plans, which lies on the right opposite 'Ls' Stations 817 and 819+90 prior to March 1, 1961, unless otherwise authorized by the engineer.

"Buildings Not to be Used or Removed:

"The contractor is advised that all buildings occurring within the right of way or on State properties, are reserved to the State as hereinafter set forth in the 'Miscellaneous Provisions', under the heading 'Use and Occupancy of Buildings Restricted'.

"The contractor is also advised that the work of removing said existing buildings from the right of way will be performed by parties other than the contractor as hereinafter set forth in the 'Miscellaneous Provisions', under the heading 'Removal of Buildings from Right of Way by Others', and it is anticipated that the buildings

5834
FLOYD QUERY

within the disposal area opposite Station 818 will be removed by not later than 60 days after the award of contract for this project.

"The term 'building' shall be understood to refer to that portion of a pertinent structure which is above the foundation or foundation walls.

"Removal of Building Debris:

"At the sites of buildings previously removed within the right of way by others, it is anticipated that some foundations, foundation walls and debris from the building wrecking or moving will remain at the sites of buildings. As a part of the clearing and grubbing work, it shall be the obligation of the contractor to remove all such undesirable material, including any small buildings remaining after removal operations by others within the entire right of way and to dispose of it in a manner not unsatisfactory to the engineer."

On plan sheet No. 9, the buildings indicated to be removed, opposite Station 818, will be understood to be removed by others in accordance with the above provisions.

On page 84 of the special provisions under the general heading "Miscellaneous Provisions", the following provisions will be added:

"Use and Occupancy of
Buildings Restricted:

"The contractor is advised that the ownership of and/or the rights of use and occupancy in such buildings as are to remain within the highway right of way or on State-controlled property shall rest in the State and will remain under the jurisdiction and subject to the pleasure of the State throughout the life of the contract.

"Removal of Buildings from
Right of Way by Others:

"With the exception of small buildings to be removed as a part of the clearing and grubbing work as hereinbefore specified all other buildings requiring moving or other disposition to permit the construction work, which buildings are to be moved by others, will be

moved or otherwise disposed of by the owners of the buildings or by others prior to the time that the contractor's operations will require their being removed from the right of way.

"Delay in the removal of buildings by others will not relieve the contractor of his obligation to complete all work specified to be done under the contract, or entitle him to any extra compensation or other allowance for any loss, extra expense, delay or inconvenience suffered by him by reason of the delay in the removal of buildings from the right of way."

The above changes will be reflected in the contract provisions for this project, and your bid will be understood to have been made accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

FORM CIF-121 (9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

RECEIVED
DEC 20 1960
FOR PLANS

I-5-1(2)44
5834

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 15, 1960

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-1(--)-
Evans Creek-Rock Point Section, Pacific Highway

Reference is made to your request of December 12, 1960 for approval of Federal participation in the cost of additional right-of-way needed for slide removal and economical disposal of excess material therefrom through a portion of the Glen Miller property in the vicinity of Station 816± of the subject project. Such additional right-of-way is tentatively outlined on the aerial picture accompanying your letter.

Approval of your request is hereby granted.

Copy to Edwards

RECEIVED
DEC 20 1960
OFFICE OF
ENGINEER

RECEIVED
DEC
I-5-1(9)44
5834

December 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On the proposed grading and paving contract on the Evans Creek-Rock Point Section of the Pacific Highway in Jackson County, it has become increasingly apparent that the buildings of Mr. Glen Miller, which lie immediately to the east of the Rock Point Slide area, are presently endangered by falling rocks. These buildings will be further endangered during the grading under the proposed contract and will possibly continue to be in danger in the future.

In order to eliminate these hazards and also to free the contractor from the necessity of protecting these buildings during construction, we propose to buy a portion of Mr. Miller's property and remove the buildings. The flat area will then be used for the disposal of excess material from the slide, thus reducing the haul required.

Enclosed is an aerial picture showing the approximate right-of-way lines (existing and proposed) and the approximate position of the slide. As shown, the slide has broken above our existing right-of-way line, thus requiring additional area at the top of the slide.

This matter was discussed with Mr. Mills, your Area Engineer, who gave his tentative approval subject to receiving this letter of explanation for the files. Your approval of federal participation in the acquisition of this property, which is estimated to cost under $5,000, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. Tom Edwards
ADOPjk fn

Existing
Proposed
Existing
Miller
Buildings

Existing
Slide Area
Proposed
Exist. R/W
Miller
Buildings

RECEIVED
NOV 17 1960
FOR FILES

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(9) 44

" 5 & 34

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 16, 1960

Mr. C. S. Poole, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Right of way Status
Evans Creek-Rock Point
Section
Pacific Highway
Jackson County

Dear Sir:

One file remains at issue on this project.

A letter of legal offer is out, and a filing will be made on November 18, 1960.

At issue is File No. 31823 - Scott - 3600.

Very truly yours,

WALTER T. WILLETT
Right of Way Engineer

WTW:mg

cc Mr. Forrest Cooper
Mr. L. I. Linias
Mr. H. L. Porter

NOTED

I-5-3(21)181 Goshen Coast Fork Willamette R.
Sec. Pacific Hwy. 1961
#5835 Structures, grading & paving.

RECEIVED
JAN 21 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

January 16, 1963

By:
L. R. Backlund
Administrative Manager

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

Oregon Project I-5-3(21)181
Goshen-Coast Fork Willamette River Section
Voucher No. 9 - Final
Net amount claimed $12,364.00

The subject voucher has been approved in the reduced amount of $11,766.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Nos. 1 and 2.

Total amount of deduction	$647.70
Federal aid pro-rata	92.32%
Net deduction in even dollars	$598.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachments

NOTED
LLOYD P. SHAW

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attachment
1-21-63

RECEIVED
DEC 1962
FOR FILING

5835

February 8, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5835, awarded to Inter City Const. Co., for 3 structures-grading-paving on the Goshen-Coast Fork Willamette River Section of Pacific Highway in Lane County.

This contract was completed on October 9, 1961, and was accepted by the Highway Commission on December 8, 1961. Final payment in the amount of $9,710.08 will be released to the contractor on or after February 15, 1962. The total contract amount is $127,653.58, of which amount $424.42 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Inter City Const. Co.,
3698 Franklin Blvd.,
Eugene
Oregon

RECEIVED
OCT 24 1961
BUREAU OF PUBLIC ROADS

COMMISSIONERS
M. KENNETH, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

FOR FILES
5435

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

D Cook

October 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Dear Mr. Polk:

Re: Goshen-Coast Fork
Willamette River Br.
Contract No. 5835
FAP No. I-5-3(21)181

Inter City Construction Company has completed work on the Goshen - Coast Fork Willamette River Bridge Construction Project on the Pacific Highway in Lane County, Contract No. 5835, FAP No. I-5-3(21)181, as of October 9, 1961.

Very truly yours,

NOTED ON CARD

Ivan D. Merchant
Bridge Engineer

dl

cc: D. B. Parkes
Floyd Query
J. W. Nash

NOTED
FLOYD QUERY

P.S. D. B. Parkes; Floyd Query -
Will you please secure authority from the Commission to make payment on the final estimate of this job.

RECEIVED
OCT 23 1961
FOR FILE
4435

October 26, 1961

Inter City Const. Co.,
3698 Franklin Blvd.,
Eugene
Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 26, 1961, had under discussion your request for an extension of time for 10 additional workdays from 140 days to 150 days within which to complete your contract #5635 without the assessment of liquidated damages, for structures-grading-paving the Goshen-Coast Fork Willamette River Section of Pacific Highway in Lane County.

We are pleased to inform you that the Highway Commission granted you the 10 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dz

cc: Frank Morgan
Robert Ellison
Ivan D. Merchant
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
SEP 28 1961
FOR FILING
5635

September 27, 1961

Request for Extension of Time
No. 1
October 20, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

Goshen-Coast Fork Willamette River Bridges
Contract No. 5635
FAP No. 1-5-3(21)161

Inter City Construction Company, contractor on the above project, has requested a 10-day workday extension of time without assessment of liquidated damages in which to complete work on the contract. A copy of the contractor's request is attached.

The contractor's request is predicated on two principal reasons; i.e., lost time occasioned by the State's insistance that all roadways affected by construction be opened to traffic prior to expiration of working count and extra time required in completing approach work to Beacon Chapel structure that was not included in the original contract.

I have investigated the contractor's claims and find them to be substantially correct. With regard to traffic interference, the following conditions apply:

The job specifications provided that the county roads on which the structures are located could be closed to traffic for a period of 120 days. Inconvenience to local traffic created pressure on local authorities to the extent that the contractor agreed to open the structures to traffic at the earliest practicable date after a certain stage of construction was reached and to complete the construction under traffic. Working under traffic did delay the contractor's construction operations an indeterminate length of time.

With regard to the extra grading item on Beacon Chapel approach roads, the following conditions apply: Field conditions encountered required that an existing road approach leading south off the east approach fill to the Beacon Chapel structure be raised and lengthened to correspond

with planned revisions to the main approach fill. This work was not included in the original contract.

In view of the above, I recommend that the contractor be granted his request for a ten-day extension of working count without assessment of liquidated damages.

This is a Federal-aid project. The Bureau of Public Roads concurs in the recommended extension.

Very truly yours,

W. G. Williams
State Highway Engineer

CAG/MM me

Enclosure

cc Ivan Merchant
C. H. Maison

RECEIVED
APR 5 1961

FOR FILING

I-5-3(21)181

5931

Salem, Oregon
April 5, 1961

Goshen-Coast Fork Willamette River
Section Structures
Lane County
Contract No. 5835
FAP No. I-5-3(21)181

Mr. F. D. Morgan
Division Engineer
Oregon State Highway Department
P. O. Box 551
Roseburg, Oregon

The proposed subcontract between the prime contractor and Wildish Sand and Gravel Company, for Items 6 through 13, inclusive, in the amount of $17,492 is approved.

The attached copies are for your distribution to the interested parties.

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

cc: Mr. C. G. Polk

Dear Mr. Polk:

This is the first subcontract approved on this prime contract and this subcontract amounts to 13.48% of the total contract amount.

IDM.

NOTED
I. D. MERCHANT

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 4, 1961

To: I. D. Merchant
Bridge Engineer

SUBJECT: Goshen-Coast Fork Willamette River Sec.
Three Structures Remodeling
Bridges No. 7737-A, 7741-A and 7742-A
Contract 5835
Subcontract

Attached hereto are 5 copies of a subcontract between Inter City Construction Company and Wildish Sand and Gravel Company, covering items 6 through 13, paving items, on the above subject project.

This subcontract amounts to $17,492.00 or 13.48% of the total contract amount, there have been no prior subcontracts.

Your approval is recommended.

J. F. Putnam
Ass't. Division Engineer

JFP:bs
encl.

RECEIVED
APR 1961
OREGON STATE HIGHWAY DEPARTMENT

THIS AGREEMENT, made and entered into this 27th day of Mar., 19 61 by and between INTER CITY CONSTRUCTION CO., party of the first part, and WILDISH SAND & GRAVEL, party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of January 27, 1961, enter into a contract with the State of Oregon through its State Highway Commission for the construction of the following described work, to-wit: Reconstruct three Structures, Grading and Paving, Bride No's. 7737A, 7741A, 7742A.

which said contract is known and designated as State Highway Contract No. 5835, and which said contract, in so far as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects, it is necessary that all subcontracts carry the same stipulations, limitations, and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. 5835 for which the said first party is principal contractor.

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed:

Item 6:	3250 cu yd coarse crushed material in base @ 2.60	$ 8,450.00
Item 7:	800 cu yd 3/4-0 mat. in base @ 2.80	2,240.00
Item 8:	Sprinkling 110 MGal @ 4.00	440.00
Item 9:	Preparation of base Lump Sum	1,000.00
Item 10:	330 cu yd Furnish & Place Aggregates @ 5.00	1,650.00
Item 11:	24 Ton 120-150 Asphalt @ 55.00	1,320.00
Item 12:	8 Ton RS1 Asphalt @ 55.00	440.00
Item 13:	224 Ton Class B Asphalt @ 8.00	1,952.00
	Total	$17,492.00

Wildish Sand & Gravel to be charged their share of the bond at a rate not to exceed .0075

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans and specifications therefor, and that each and every requirement of the said Contract No. 5835

governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 27th day of March, 19 61.

INTER CITY CONSTRUCTION CO.

By _____

Its President

Party of the First Part

J Pulliam Asst

WILDISH SAND & GRAVEL

By _____

Its _____

Party of the Second Part

APPROVED

_____

RECEIVED
FEB 21 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-3(21)181
1433

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 21, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Intercity Construction Company started work on the Goshen-Coast Fork Bridge on the Pacific Highway in Lane County, Contract #5835, FAP No. I-5-3(21)181, on February 6, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:mk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
MAR 2 1961
FOR FILING

Ent 5835 2-20-61

Monthly Transaction No.	Form PR-2 (9-1 I) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. I-5-3(21)181	FEDERAL-AID PROJECT AGREEMENT	County Lane
5835		Project No. I-5-3(21)181

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99, 3.9 Mi., 6.1 Mi. & 7.6 Mi. S. Goshen
(Undercrossing Strs., Goshen-Coast Fork Willamette River)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-30-60	0.05
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 142,776	$ 130,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by Division Engineer **February 20, 1961**

USComm-DC 40257

February 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Goshen-Coast Fork Willamette River Section, Project I-5-3(21)181.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLC:jb

Oregon State Highway Department

Federal Aid
Project No. I-5-3(21)181

SOUTH-COAST FORK WILLAMETTE RIVER SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid price.)

Salem, Oregon, February 6, 1961

Type Code 6201
Roadway (Sta. 220+20 to Sta. 221+30)(Sta. 339+30 to Sta. 336+30)
(Sta. 414+85 to Sta. 415+75)(Contract 5835)

General Excavation, Unclassified	15,000 cu.yds.	$ 0.70	$ 10,500.00
Finishing Roadbed and Slopes	All Required		800.00
Furnishing and Placing Topsoil	160 cu.yds.	3.00	480.00
Salvage and Reinstall Type 2 Fence	44 rods	5.00	220.00
Salvage and Reinstall Guard Rail	1,000 lin.ft.	2.00	2,000.00
Coarse Crushed Material in Base	3,250 cu.yds.	2.60	8,450.00
3/4" - 0 Material in Base	800 cu.yds.	2.80	2,240.00
Sprinkling	110 M-gals.	4.00	440.00
Preparation of Base	All Required		1,000.00
Furnishing and Placing Aggregates	330 cu.yds.	5.00	1,650.00
120-150 Asphalt	24 tons	55.00	1,320.00
RS-1 Asphalt	8 tons	55.00	440.00
Class "B" Asphaltic Concrete	244 tons	8.00	1,952.00
	Subtotal		$ 31,492.00
	10% Engr. & Cont.		3,149.00
	Total		$ 34,641.00

Type Code X221
Dale Ford Road U'xing (7737A)(Sta. LH 220+75.17)(Contract 5835)

Remodel Structures	All Required (34%)		$ 10,147.36
Structural Excavation	70 cu.yds.	$ 6.00	420.00
Furnishing Treated Timber Piling	1,360 lin.ft.	1.35	1,836.00
Drive Timber Piles	31 only	55.00	1,705.00
Class "A" Concrete (161 cu.yds.)(33%)	All Required		10,833.90
Metal Reinforcement (45,000 l.bs.)(29%)	All Required		5,470.42
Concrete Slab Riprap	220 sq.yds.	8.00	1,760.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
			$ 32,769.68

Type Code X221
Beacon Chapel Road U'xing (7741A)(Sta. LH 339+83.52)(Contract 5835)

Remodel Structures	All Required (33%)		$ 9,848.92
Structural Excavation	130 cu.yds.	$ 6.00	780.00

Structural Excavation Below Elevation Shown	10 cu.yds.	$10.00	$ 100.00
Furnish 10" BP 42' Steel Piling	160 lin.ft.	4.25	680.00
Drive Steel Piles	4 only	66.00	264.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (169 cu.yds.)(3[illegible])	All Required		11,162.20
Metal Reinforcement (56,[illegible]00 lbs.)(37[illegible])	All Required		6,992.26
Concrete Slab Riprap	215 sq.yds.	8.00	1,720.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 32,107.32

Type Code X221
Tunnell Road T'xing (7742A)(Sta. [illegible] 815+29.16)(Contract 5835)

Remodel Structures	All Required (33[illegible])		$ 9,840.92
Structural Excavation	60 cu.yds.	$ 6.00	360.00
Furnish 10" BP 42# Steel Piling	640 lin.ft.	4.25	2,720.00
Drive Steel Piles	14 only	66.00	924.00
Splice Steel Piles	4 only	30.00	120.00
Class "A" Concrete (160 cu.yds.)(33[illegible])	All Required		10,833.90
Metal Reinforcement (53,700 lbs.)(34[illegible])	All Required		6,425.32
Concrete Slab Riprap	212 sq.yds.	8.00	1,696.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 33,428.14

Subtotal	$ 98,305.20
10% Engr. & Cont.	9,829.80
Total	$108,135.00

Length of Roadway - - - - - - - - - - - - 0.057 Mile
Length of 3 Structures- - - - - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - - - - 0.057 Mile
Cost of Roadway Per Mile- - - - - - - - $607,736.84

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 34,641.00	$ 31,000.00	$ 3,641.00
Structures	108,135.00	99,000.00	9,135.00
	$142,776.00	$130,000.00	$ 12,776.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(21)181

COSHEN-COAST FORK WILLAMETTE RIVER SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 27, 1960

Type Code 6201
Roadway (Sta. 220+20 to Sta. 221+30)(Sta. 335+30 to Sta. 336+30)
(Sta. 414+85 to Sta. 415+75)

General Excavation, Unclassified	15,000 cu.yd.	$0.70	$ 10,500.00
Finishing Roadbed and Slopes	All Required		1,000.00
Furnishing and Placing Topsoil	160 cu.yd.	1.50	240.00
Salvage and Reinstall Type 2 Fence	44 rod	2.50	110.00
Metal Guard Rail	1,000 lin.ft.	3.00	3,000.00
Coarse Crushed Material in Base	3,250 cu.yd.	3.00	9,750.00
3/4" - 0 Material in Base	800 cu.yd.	3.25	2,600.00
Sprinkling	110 M-gal.	3.00	330.00
Preparation of Base	All Required		500.00
Furnishing and Placing Aggregates	330 cu.yd.	4.75	1,567.50
120-150 Asphalt	24 ton	60.00	1,440.00
RS-1 Asphalt	8 ton	75.00	600.00
Class "B" Asphaltic Concrete	224 ton	10.00	2,240.00
	Subtotal		$ 33,877.50
	10% Engr. & Cont.		3,387.50
	Total		$ 37,265.00

Type Code X721
Dale Kuni Road U'xing (7737A)(Sta. LN 220+75.77)

Remodel Structures	All Required (34%)		$ 14,280.00
Structural Excavation	70 cu.yd.	$6.00	420.00
Furnishing Treated Timber Piling	1,380 lin.ft.	1.50	2,070.00
Drive Timber Piles	31 only	65.00	2,015.00
Class "A" Concrete (161 cu.yd. $72.00)	All Required		11,592.00
Metal Reinforcement (45,000 lb. 12¢)	All Required		5,400.00
Concrete Slab Riprap	220 sq.yd.	9.00	1,980.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
			$ 38,317.00

Type Code X721
Beacon Chapel Road U'xing (7741A)(Sta. LN 335+83.52)

Remodel Structures	All Required (33%)		$ 13,860.00
Structural Excavation	130 cu.yd.	$6.00	780.00
Structural Excavation Below Elevation Shown	10 cu.yd.	6.00	60.00
Furnish 10" BP 42# Steel Piling	160 lin.ft.	5.00	800.00
Drive Steel Piles	4 only	75.00	300.00
Splice Steel Piles	2 only	45.00	90.00
Class "A" Concrete (169 cu.yd. $72.00)	All Required		12,168.00
Metal Reinforcement (58,000 lb. 12¢)	All Required		6,960.00
Concrete Slab Riprap	215 sq.yd.	9.00	1,935.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 37,453.00

Type Code X721
Tunnel Road U'xing (7742A)(Sta. LN 415+29.16)

Remodel Structures	All Required (33%)		$ 13,860.00
Structural Excavation	60 cu.yd.	$6.00	360.00
Furnish 10" BP 42# Steel Piling	640 lin.ft.	5.00	3,200.00
Drive Steel Piles	14 only	75.00	1,050.00
Splice Steel Piles	4 only	45.00	180.00
Class "A" Concrete (160 cu.yd. $72.00)	All Required		11,520.00
Metal Reinforcement (53,700 lb. 12¢)	All Required		6,444.00
Concrete Slab Riprap	212 sq.yd.	9.00	1,908.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 39,022.00

Subtotal	$114,792.00
10% Engr. & Cont.	11,479.00
Total	$126,271.00

Length of Roadway - - - - - - - - - -	0.057 Mile
Length of 3 Structures- - - - - - - -	0.000 Mile
Total Length- - - - - - - - - - - - -	0.057 Mile
Cost of Roadway Per Mile- - - - - - -	$653,771.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 37,265.00	$ 34,000.00	$ 3,265.00
Structures	126,271.00	116,000.00	10,271.00
	$163,536.00	$150,000.00	$13,536.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(21)181

GOSHEN-COAST FORK WILLAMETTE RIVER SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 17, 1961

Type Code 6201
Roadway (Sta. 220+20 to Sta. 221+30)(Sta. 335+30 to Sta. 336+30)(Sta. 414+85 to Sta. 415+75)

General Excavation, Unclassified	15,000 cu.yds.	$ 0.70	$ 10,500.00
Finishing Roadbed and Slopes	All Required		1,000.00
Furnishing and Placing Topsoil	160 cu.yds.	1.50	240.00
Salvage and Reinstall Type 2 Fence	44 rods	2.50	110.00
Salvage and Reinstall Guard Rail	1,000 lin.ft.	1.50	1,500.00
Coarse Crushed Material in Base	3,250 cu.yds.	3.00	9,750.00
3/4" - 0 Material in Base	800 cu.yds.	3.25	2,600.00
Sprinkling	110 M-gals.	3.00	330.00
Preparation of Base	All Required		500.00
Furnishing and Placing Aggregates	330 cu.yds.	4.75	1,567.50
120-150 Asphalt	24 tons	60.00	1,440.00
RS-1 Asphalt	8 tons	75.00	600.00
Class "B" Asphaltic Concrete	224 tons	10.00	2,240.00
	Subtotal		$ 32,377.50
	10% Engr. & Cont.		3,237.50
	Total		$ 35,615.00

Type Code X221
Dale Kuni Road U'xing (7737A)(Sta. LN 220+75.77)

Remodel Structures	All Required (34%)		$ 14,280.00
Structural Excavation	70 cu.yds.	$ 6.00	420.00
Furnishing Treated Timber Piling	1,380 lin.ft.	1.50	2,070.00
Drive Timber Piles	31 only	65.00	2,015.00
Class "A" Concrete (161 cu.yds. $72.00)	All Required		11,592.00
Metal Reinforcement (45,000 lbs. 12¢)	All Required		5,400.00
Concrete Slab Riprap	220 sq.yds.	9.00	1,980.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
			$ 38,317.00

Type Code X221
Beacon Chapel Road U'xing (7741A)(Sta. LN 335+83.52)

Remodel Structures	All Required (33%)		$ 13,860.00
Structural Excavation	130 cu.yds.	$ 6.00	780.00
Structural Excavation Below Elevation Shown	10 cu.yds.	6.00	60.00
Furnish 10" BP 42# Steel Piling	160 lin.ft.	5.00	800.00

Drive Steel Piles	4 only	$75.00	$ 300.00
Splice Steel Piles	2 only	45.00	90.00
Class "A" Concrete (169 cu.yds. $72.00)	All Required		12,168.00
Metal Reinforcement (58,000 lbs. 12¢)	All Required		6,960.00
Concrete Slab Riprap	215 sq.yds.	9.00	1,935.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 37,453.00

Type Code X221
Tunnell Road U'xing (7742A)(Sta. LN 415+29.16)

Remodel Structures	All Required (33%)		$ 13,860.00
Structural Excavation	60 cu.yds.	$ 6.00	360.00
Furnish 10" BP 42# Steel Piling	640 lin.ft.	5.00	3,200.00
Drive Steel Piles	14 only	75.00	1,050.00
Splice Steel Piles	4 only	45.00	180.00
Class "A" Concrete (160 cu.yds. $72.00)	All Required		11,520.00
Metal Reinforcement (53,700 lbs. 12¢)	All Required		6,444.00
Concrete Slab Riprap	212 sq.yds.	9.00	1,908.00
8-inch Metal Drain Pipe	125 lin.ft.	4.00	500.00
			$ 39,022.00

Subtotal	$114,792.00
10% Engr. & Cont.	11,479.00
Total	$126,271.00

Length of Roadway - - - - - - - - - - - - 0.057 Mile
Length of 3 Structures- - - - - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - - - - 0.057 Mile
Cost of Roadway Per Mile- - - - - - - - $624,824.56

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 35,615.00	$ 32,000.00	$ 3,615.00
Structures	126,271.00	116,000.00	10,271.00
	$161,886.00	$148,000.00	$13,886.00

RECEIVED
FEB 14 1961
COMMISSIONERS

FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER

FLOYD QUERY, SECRETARY
SALEM

I-5-3(21)181
5835

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 14, 1961

Inter City Const. Co.,
3698 Franklin Blvd.,
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5835, awarded January 27, 1961, for reconstruction of 3 structures-grading-paving on the Goshen-Coast Fork Willamette River Section of Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
FEB 7 1961
FOR FILING

I-5-(21)181

5835

February 7, 1961

Oregon State Highway Commission

Gentlemen:

Recently, a contract was let for raising and lengthening three grade separations on the Goshen-Coast Fork Section of the Pacific Highway in Lane County. Effective at 8 a.m., February 2, 1961, permission was granted for the signing of a 35-mile-per-hour construction speed zone at these three locations.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Goshen-Coast Fork Section of the Pacific Highway, No. 1, in Lane County, from M.P. 134.07 to M.P. 134.27; from M.P. 136.25 to M.P. 136.45; and from M.P. 137.75 to M.P. 137.95.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

RDC:pk me

cc C. S. Paxson
F. B. Crandall
Frank Morgan
Robert Ellison

RECEIVED
JAN 1961
FOR FILE
I-5-3(21)181
9933

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 27, 1961

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-3(21)181

As requested in your letter of today concerning Oregon Project I-5-3(21)181, Goshen-Coast Fork Willamette River (3 structures), we hereby concur, as of this date, in award of Contract No., 5835 to Inter-City Construction Co., of Eugene, Oregon, low bidder in the amount of $129,797.20 at the January 24, 1961 bid opening.

Advice that all rights-of-way have been acquired for this project was contained in your letter of December 30, 1960.

Polk

NOTED
FOREST [illegible]

RECEIVED
DEC 30 1960

I-5-3(21)
#5835

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
Salem, Oregon

I 5 3 (21)

Oregon Project I-5-3(21)181

We have today approved the P. S. and E. documents for Oregon Project I-5-3(21)181, Goshen-Coast Fork Willamette River Section, Pacific Highway.

This is to authorize your advertising for bids.

NOTED
FORREST COOPER

U-196(21) Pine St.-Market Dr. Sec.
Santiam Hwy. 1961
#5836 Grading Paving & Structure

(1)
1-24-61-2321

2 60 2300

RECEIVED
JUN 8 1962
FOR FILING

Contract 5836

Monthly transaction number	Form FHWA-2A (5-62-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 10	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 3-25-62	County Linn
		Project number U-196(21)

5836 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 15, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 265,487.00

Revised Federal funds $ 167,125.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of May, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
C. G. Polk
Division Engineer

By: _____
W. L. Anderson
Acting Administrative Manager

USComm-DC 11170

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Pine Street-Market Drive (Lebanon), Project No. U-196(21).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

EHC:cr

12-15-61

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
DEC 15 1961
FOR FILING

TRANSACTION NO.

PROJECT REPORT NO.
7

FORM R-2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE
Oregon

COUNTY
Linn

PROJECT NO.
U-196(21)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20, Pine St. (Lebanon) S.E. 1 mile
(Lebanon-Cascade Plywood Mill Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-6-60	-----
RIGHTS-OF-WAY		
CONSTRUCTION	12-30-60	1.01
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 226,691.00	$ 140,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By S. V. Pate

Asst State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XX C. C. Polk
(Division Engineer)

By:
R. C. Wright, Administrative Manager

Date executed by Division Engineer December 15, 1961

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

December 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Pine Street-Market Drive (Lebanon) Section, Project No. U-196(21).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:jb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, Acting State Highway Engineer
Salem, Oregon

DATE: December 7, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

U-196(21) US 20, Pine St. (Lebanon)

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED

November 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement, for the Pine Street-Market Drive (Lebanon) Section, Project No. U-196(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

Oregon State Highway Department

Federal Aid
Project No. S-196(21)

PINE STREET-MARKET DRIVE (LEBANON) SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.

Salem, Oregon, November 6, 1961

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6202
Roadway (Sta. 804+50 to Sta. 858+50)(Contract 5836)

Clearing and Grubbing	All Required		$ 1,500.00
Removal of Concrete and Masonry	All Required		400.00
Drainage Excavation, Unclassified	2,000 cu.yd.	$ 2.20	4,400.00
General Excavation, Unclassified	21,600 cu.yd.	0.85	18,360.00
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Concrete Pipe	30 lin.ft.	2.20	66.00
18-inch Concrete Pipe	40 lin.ft.	3.90	156.00
20-inch Concrete Pipe	40 lin.ft.	5.60	224.00
8-inch Corrugated Metal Pipe	1,180 lin.ft.	2.40	2,832.00
12-inch Corrugated Metal Pipe	150 lin.ft.	3.10	465.00
24-inch Corrugated Metal Pipe	80 lin.ft.	6.40	512.00
22-inch Arch Type Corrugated Metal Pipe	70 lin.ft.	5.00	350.00
8-inch Sewer Pipe	90 lin.ft.	1.55	139.50
12-inch Sewer Pipe	700 lin.ft.	2.15	1,505.00
15-inch Sewer Pipe	800 lin.ft.	2.85	2,280.00
18-inch Sewer Pipe	980 lin.ft.	3.50	3,430.00
21-inch Sewer Pipe	1,780 lin.ft.	4.15	7,387.00
24-inch Sewer Pipe	480 lin.ft.	4.65	2,232.00
Extra for Pipe Under Pavement	320 lin.ft.	2.50	800.00
6-inch Metal Drain Pipe	20 lin.ft.	2.00	40.00
6-inch Perforated Metal Drain Pipe	220 lin.ft.	1.50	330.00
Special Backfill in Drains	15 cu.yd.	4.25	63.75
Concrete Manholes	10 only	200.00	2,000.00
Concrete Inlets, Type "G"	30 only	85.00	2,550.00
Concrete Inlets, Type "GG"	4 only	90.00	360.00
Concrete Inlets, Type "D"	2 only	95.00	190.00
Adjustment of Manholes	2 only	45.00	90.00
Concrete Curbs	230 cu.yd.	36.00	8,280.00
Concrete Walks	10 sq.yd.	5.00	50.00
Salvaging and Stockpiling Guard Rail	400 lin.ft.	0.50	200.00
Coarse Crushed Material in Base	28,000 tons	1.45	40,600.00
3/4" - 0 Material in Base	4,000 tons	1.55	6,200.00

Sprinkling	700 M-gal.	$ 3.00	$ 2,100.00
SS-1 Asphalt in Sprinkling	5,500 Gal.	0.25	1,375.00
Preparation of Base	All Required		400.00
3/4" - 0 Material in Binder Course	280 cu.yds.	3.00	840.00
MC-3 Asphalt	45 tons	40.00	1,800.00
Class "B" Asphaltic Concrete	7,800 tons	6.35	49,530.00
MS-1 Asphalt	2 tons	50.00	100.00
Extra for Paving Approaches	70 only	25.00	1,750.00
Asphaltic Concrete Traffic Markers, Type L	180 lin.ft.	0.90	162.00
Retaining Wall (Br. #8919)(Contract 5836)			
Structural Excavation	55 cu.yds.	7.50	412.50
Structural Excavation Below Elevation Shown	10 cu.yds.	8.00	80.00
Class "A" Concrete	32 cu.yds.	66.50	2,128.00
Metal Reinforcement	2,550 lbs.	0.135	344.25
Pipe Railing	133 lin.ft.	5.00	665.00
			$170,679.00
Flagging (57½ of Contractor's Cost)	All Required		$ 5,000.00
Signing (Temporary)	All Required		400.00
	Subtotal		$176,079.00
	10% Engr. & Cont.		17,607.00
	Total		$193,686.00

Type Code X080
Mountain States Power Canal Bridge (#4231-A)(Sta. 809+17.31 to Sta. 809+70.67)
(Contract 5836)

Remove Old Bridge and Maintain Traffic	All Required		$ 750.00
Structural Excavation	120 cu.yds.	$ 10.00	1,200.00
Furnish Prestressed Concrete Piling	720 lin.ft.	4.40	3,168.00
Drive Concrete Piles	40 only	67.00	2,680.00
Class "A" Concrete (75 cu.yds.)	All Required		4,875.00
Metal Reinforcement (12,000 lbs.)	All Required		1,490.00
18'x3' Prestressed Concrete Slabs	3 only	186.00	558.00
18'x4' Prestressed Concrete Slabs	54 only	233.00	12,582.00
Metal Parapet Railing	104 lin.ft.	8.50	884.00
	Subtotal		$ 28,187.00
	10% Engr. & Cont.		2,818.00
	Total		$ 31,005.00

Length of Roadway - - - - - - - - - - 1.013 Miles
Length of 1 Structure - - - - - - - - 0.010 Mile
Total Length - - - - - - - - - - - - - 1.023 Miles
Cost of Roadway per Mile - - - - - - $191,200.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Roadway	193,686.00	119,800.00	73,886.00
Structure	31,005.00	19,000.00	12,005.00
	$226,691.00	$140,000.00	$ 86,691.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-196(21)

PINE STREET-MARKET DRIVE (LEBANON) SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 12, 1961

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6202
Roadway (Sta. 804+50 to Sta. 858+50)

Clearing and Grubbing	All Required		$ 2,500.00
Removal of Concrete and Masonry	All Required		1,000.00
Drainage Excavation, Unclassified	2,000 cu.yds.	$ 3.00	6,000.00
General Excavation, Unclassified	21,600 cu.yds.	0.75	16,200.00
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Concrete Pipe	30 lin.ft.	2.50	75.00
18-inch Concrete Pipe	40 lin.ft.	4.50	180.00
20-inch Concrete Pipe	40 lin.ft.	6.00	240.00
8-inch Corrugated Metal Pipe	1,180 lin.ft.	2.50	2,950.00
12-inch Corrugated Metal Pipe	150 lin.ft.	3.75	562.50
24-inch Corrugated Metal Pipe	80 lin.ft.	5.00	400.00
22-inch Arch Type Corrugated Metal Pipe	70 lin.ft.	5.50	385.00
8-inch Sewer Pipe	90 lin.ft.	2.00	180.00
12-inch Sewer Pipe	700 lin.ft.	2.50	1,750.00
15-inch Sewer Pipe	800 lin.ft.	3.25	2,600.00
18-inch Sewer Pipe	980 lin.ft.	3.75	3,675.00
21-inch Sewer Pipe	1,780 lin.ft.	4.50	8,010.00
24-inch Sewer Pipe	480 lin.ft.	5.25	2,520.00
Extra for Pipe Under Pavement	320 lin.ft.	3.00	960.00
6-inch Metal Drain Pipe	20 lin.ft.	2.00	40.00
6-inch Perforated Metal Drain Pipe	220 lin.ft.	2.00	440.00
Special Backfill in Drains	15 cu.yds.	6.00	90.00
Concrete Manholes	10 only	300.00	3,000.00
Concrete Inlets, Type "G"	30 only	90.00	2,700.00
Concrete Inlets, Type "CG"	4 only	95.00	380.00
Concrete Inlets, Type "P"	2 only	100.00	200.00
Adjustment of Manholes	2 only	50.00	100.00
Concrete Curbs	230 cu.yds.	45.00	10,350.00
Concrete Walks	10 sq.yds.	5.00	50.00
Salvaging and Stockpiling Guard Rail	400 lin.ft.	1.00	400.00
Coarse Crushed Material in Base	28,000 tons	1.40	39,200.00
3/4" - 0 Material in Base	4,000 tons	1.50	6,000.00

Sprinkling	700 M-gals.	$ 3.00	$ 2,100.00
SS-1 Asphalt in Sprinkling	5,500 gals.	0.40	2,200.00
Preparation of Base	All Required		250.00
3/4" - 0 Material in Minor Course	280 cu.yds.	3.50	980.00
RC-3 Asphalt	45 tons	42.00	1,890.00
Class "F" Asphaltic Concrete	7,800 tons	5.50	42,900.00
RS-1 Asphalt	2 tons	75.00	150.00
Extra for Paving Approaches	70 only	30.00	2,100.00
Asphaltic Concrete Traffic Markers, Type L	180 lin.ft.	1.00	180.00
Retaining Wall (Br. #8919)			
Structural Excavation	55 cu.yds.	4.00	220.00
Structural Excavation Below Elevation Shown	10 cu.yds.	5.00	50.00
Class "A" Concrete	32 cu.yds.	60.00	1,920.00
Metal Reinforcement	2,550 lbs.	0.15	382.50
Pipe Railing	133 lin.ft.	4.00	532.00
Flagging (57½ of Contractor's Cost)	All Required		$169,992.00
Signing (Temporary)	All Required		5,000.00
			400.00
	Subtotal		$175,392.00
	10% Engr. & Cont.		17,539.00
	Total		$192,931.00

Type Code X080

Mountain States Power Canal Bridge (#4231-A)(Sta. 809+17.33 to Sta. 809+70.67)

Remove Old Bridge and Maintain Traffic	All Required	$	$ 2,500.00
Structural Excavation	120 cu.yds.	4.00	480.00
Furnish Prestressed Concrete Piling	720 lin.ft.	3.50	2,520.00
Drive Concrete Piles	40 only	65.00	2,600.00
Class "A" Concrete (75 cu.yds. at $68.00)	All Required		5,100.00
Metal Reinforcement (12,000 lbs. at $0.14)	All Required		1,680.00
18' x 3' Prestressed Concrete Slabs*	3 only	236.00	708.00
18' x 4' Prestressed Concrete Slabs*	54 only	290.00	15,660.00
Metal Parapet Railing	104 lin.ft.	9.00	936.00
	Subtotal		$ 32,184.00
	10% Engr. & Cont.		3,218.00
	Total		$ 35,402.00

Length of Roadway	1.013 Miles
Length of 1 Structure	0.010 Mile
Total Length	1.023 Miles
Cost of Roadway Per Mile	$190,455.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Roadway	192,931.00	119,200.00	73,731.00
Structure	35,402.00	21,600.00	13,802.00
	$230,333.00	$142,000.00	$88,333.00

* Prestressed Concrete Slab Quantities

8' x 4' Slab

Overhead			
Metal Reinforcement	93 lbs.	at $ 0.13	$ 75.00
Prestress Steel	158 lbs.	at 0.45	11.63
Class "A-A" Concrete	2.67 cu.yd.	at 49.00	71.10
			130.83
			$288.56
		USE	$290.00

8' x 3' Slab

Overhead			
Metal Reinforcement	70 lbs.	at $ 0.13	$ 75.00
Prestress Steel	119 lbs.	at 0.45	9.10
Class "A-A" Concrete	2.0 cu.yd.	at 49.00	53.55
			98.00
			$235.65
		USE	$236.00

Oregon State Highway Department

Federal Aid
Project No. U-196(21)

PINE STREET-MARKET DRIVE (LEBANON) SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 19, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6202
Roadway (Sta. 804+50 to Sta. 858+50)

Clearing and Grubbing	All Required		$ 2,500.00
Removal of Concrete and Masonry	All Required		1,000.00
Drainage Excavation, Unclassified	2,000 cu.yds.	$ 3.00	6,000.00
General Excavation, Unclassified	21,600 cu.yds.	.75	16,200.00
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Concrete Pipe	30 lin.ft.	2.50	75.00
18-inch Concrete Pipe	40 lin.ft.	4.50	180.00
20-inch Concrete Pipe	40 lin.ft.	6.00	240.00
8-inch Corrugated Metal Pipe	1,180 lin.ft.	2.50	2,950.00
12-inch Corrugated Metal Pipe	150 lin.ft.	3.75	562.50
24-inch Corrugated Metal Pipe	80 lin.ft.	5.00	400.00
22-inch Arch Type Corrugated Metal Pipe	70 lin.ft.	5.50	385.00
8-inch Sewer Pipe	90 lin.ft.	2.00	180.00
12-inch Sewer Pipe	700 lin.ft.	2.50	1,750.00
15-inch Sewer Pipe	800 lin.ft.	3.25	2,600.00
18-inch Sewer Pipe	980 lin.ft.	3.75	3,675.00
21-inch Sewer Pipe	1,780 lin.ft.	4.50	8,010.00
24-inch Sewer Pipe	480 lin.ft.	5.25	2,520.00
Extra for Pipe Under Pavement	320 lin.ft.	3.00	960.00
6-inch Metal Drain Pipe	20 lin.ft.	2.00	40.00
6-inch Perforated Metal Drain Pipe	220 lin.ft.	2.00	440.00
Special Backfill in Drains	15 cu.yds.	6.00	90.00
Concrete Manholes	10 only	300.00	3,000.00
Concrete Inlets, Type "G"	30 only	90.00	2,700.00
Concrete Inlets, Type "GG"	4 only	95.00	380.00
Concrete Inlets, Type "M"	2 only	100.00	200.00
Adjustment of Manholes	2 only	50.00	100.00
Concrete Curbs	230 cu.yds.	45.00	10,350.00
Concrete Walks	10 sq.yds.	5.00	50.00
Salvaging and Stockpiling Guard Rail	400 ~~500~~ lin.ft.	1.00	400.00
Coarse Crushed Material in Base	28,000 tons	1.30	36,400.00

3/4" - 0 Material in Base	4,000 tons	$ 1.40	$ 5,600.00
Sprinkling	700 M-gals.	3.00	2,100.00
SS-1 Asphalt in Sprinkling	5,500 Gal.	.40	2,200.00
Preparation of Base	All Required		250.00
3/4" - 0 Material in Binder Course	280 cu.yds.	3.50	980.00
RC-3 Asphalt	45 tons	42.00	1,890.00
Class "B" Asphaltic Concrete	7,800 tons	5.50	42,900.00
RS-1 Asphalt	2 tons	75.00	150.00
Extra for Paving Approaches	70 only	30.00	2,100.00
Asphaltic Concrete Traffic Mariaers, Type L	180 lin.ft.	1.00	180.00
Retaining Wall (Br. #3919)			
Structural Excavation	55 cu.yds.	4.00	220.00
Structural Excavation Below Elevation Shown	10 cu.yds.	5.00	50.00
Class "A" Concrete	32 cu.yds.	60.00	1,920.00
Metal Reinforcement	2,550 lbs.	.15	382.50
Pipe Railing	133 lin.ft.	4.00	532.00
			$166,792.00
Flagging (57½ of Contractor's Cost)	All Required		5,000.00
Signing (Temporary)	All Required		400.00
	Subtotal		$172,192.00
	10% Engr. & Cont.		17,219.00
	Total		$189,411.00

Type Code X060

Mountain States Power Canal Bridge (4231-A)
(Station 809+17.33 to Sta. 809+70.67)

Remove Old Bridge and Maintain Traffic	All Required		$ 2,500.00
Structural Excavation	120 cu.yds.	$ 4.00	480.00
Furnish Prestressed Concrete Piling	720 lin.ft.	3.50	2,520.00
Drive Concrete Piles	40 only	65.00	2,600.00
Class "A" Concrete (75 cu.yds. at $68.00)	All Required		5,100.00
Metal Reinforcement (12,000 lbs. at $.14)	All Required		1,680.00
18' x 3' Prestressed Concrete Slabs *	3 only	236.00	708.00
18' x 4' Prestressed Concrete Slabs *	54 only	290.00	15,660.00
Metal Parapet Railing	104 lin.ft.	9.00	936.00
	Subtotal		$ 32,184.00
	10% Engr. & Cont.		3,218.00
	Total		$ 35,402.00

Length of Roadway - - - - - - - - - - - 1.013 miles
Length of 1 Structure - - - - - - - - - 0.010 mile
Total Length- - - - - - - - - - - - - - 1.023 miles
Cost of Roadway per mile - - - - - - - $18,698.25

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Roadway	189,411.00	117,200.00	72,211.00
Structure	35,402.00	21,600.00	13,802.00
	$226,813.00	$140,000.00	$86,813.00

* Prestressed Concrete Slab Quantities

8' x 4' Slab			
Overhead			$ 75.00
Metal Reinforcement	93 lbs.	at $ 0.13	11.63
Prestress Steel	158 lbs.	at 0.45	71.10
Class "A-A" Concrete	2.67 cu.yd.	at 49.00	130.83
			$288.56
		USE	$290.00
8' x 3' Slab			
Overhead			$ 75.00
Metal Reinforcement	70 lbs.	at $ 0.13	9.10
Prestress Steel	119 lbs.	at 0.45	53.55
Class "A-A" Concrete	2.0 cu.yd.	at 49.00	98.00
			$235.65
		USE	$236.00

RECEIVED
MAR 23 1962
FOR FILING
5836

March 23, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $2,125.00 will be made to Morse Bros., on contract #5836 for grading-paving-structure on the Pine St.-Market Drive Section (Lebanon) of the Santiam Highway in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $240,088.01, including the post-final payment. Of the total, $4,330.40 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros.,
P. O. Box 266
Lebanon
Oregon

RECEIVED
MAR 3 1962

March 22, 1962

FINAL COST ANALYSIS
Grading, Paving and Structure
Contractor: Morse Brothers
Resident Engineer: H. N. Hoover

Pine Street-Market Street
(Lebanon)
Contract No. 5826

Prefix No. 22-1007
Project No. U-196(21)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	1,500.00		961.52	1,500.00
Removal of Conc. & Masonry	100%	All	400.00		281.36	400.00
Drainage Excavation	2,115.7	Cu. Yd.	2.20	1.82	3,851.80	4,654.54
General Excavation	25,152.6	Cu. Yd.	0.85	0.72	18,189.08	21,379.71
Finishing R.B. & Slopes	100%	All	1,000.00		812.36	1,000.00
12" Concrete Culvert Pipe	48	Lin. Ft.	2.20	1.56	74.99	105.60
18" Concrete Culvert Pipe	68	Lin. Ft.	3.90	2.95	200.64	265.20
24" Concrete Culvert Pipe	36	Lin. Ft.	5.60	4.17	150.23	201.60
8" Corr. Metal Pipe	1,043	Lin. Ft.	2.40	1.96	2,039.57	2,503.20
12" Corr. Metal Pipe	102	Lin. Ft.	3.10	2.69	274.00	316.20
24" Corr. Metal Pipe	78	Lin. Ft.	6.40	6.12	477.37	499.20
22" Arch Type Corr. Mtl. Pipe	56	Lin. Ft.	5.00	4.63	259.19	280.00
8" Concrete Sewer Pipe	88	Lin. Ft.	1.55	1.06	93.69	136.40
12" Concrete Sewer Pipe	613	Lin. Ft.	2.15	1.70	1,041.12	1,317.95
15" Concrete Sewer Pipe	710	Lin. Ft.	2.85	2.34	1,662.69	2,023.50
18" Concrete Sewer Pipe	874	Lin. Ft.	3.50	2.87	2,507.69	3,059.00
21" Concrete Sewer Pipe	1,622	Lin. Ft.	4.15	3.79	6,139.96	6,731.30
24" Concrete Sewer Pipe	422	Lin. Ft.	4.65	4.19	1,768.43	1,962.30
Extra for Pipe under Pavement	214	Lin. Ft.	2.50	2.14	458.23	535.00
6" Mtl. Dr. Pipe, Uncoated	22	Lin. Ft.	2.00	1.00	21.87	44.00
6" Perf. Mtl. Dr. Pipe, Uncoated	174	Lin. Ft.	1.50	1.06	183.71	261.00
Special Backfill in Drains	29	Cu. Yd.	4.25	3.58	103.82	123.25

MAILED
FORREST COOPER

Final Cost Analysis - Contract No. 5836
Pine Street - Market Street (Lebanon) Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Concrete Manholes	11	Only	200.00	200.00	2,200.00	2,200.00
Concrete Inlets, Type G	28	Only	85.00	85.00	2,380.00	2,380.00
Concrete Inlets, Type CG	3	Only	90.00	90.00	270.00	270.00
Concrete Inlets, Type D	2	Only	95.00	95.00	190.00	190.00
Adj. of Manholes	2	Only	45.00	45.00	90.00	90.00
Concrete Curbs	105.62	Cu. Yd.	36.00	36.00	3,802.32	3,802.32
Concrete Walks	8.5	Sq. Yd.	5.00	5.00	42.50	42.50
Salvage & Stockpile Guard Rail	360.5	Lin. Ft.	0.50	0.50	180.25	180.25
Coarse Cr. Mat'l in Base	40,276.22	Ton	1.45	1.37	55,195.50	58,400.52
3/4"-0 Cr. Mat'l in Base	5,115.82	Ton	1.55	1.47	7,522.09	7,929.61
Sprinkling	1,040.6	M-Gal	3.00	2.19	2,278.73	3,121.80
SS-1 Asphalt in Sprinkling	11,545	Gal.	0.25	0.21	2,413.91	2,886.25
Preparation of Base	100%	All	400.00		286.18	400.00
Class "B" Asphalt Concrete	9,462.3	Ton	6.35	6.08	57,565.98	60,085.61
RS-1 Asphalt	1.45	Ton	50.00	47.30	68.58	72.50
Extra for Paving Approaches	79	Only	25.00	19.41	1,533.62	1,975.00
Asph. Conc. Traffic Mrkrs. Type L	78.6	Lin. Ft.	0.90	0.67	52.92	70.74
Remove Old Br. & Maintain Traffic	100%	All	750.00		750.00	750.00
Structural Excavation	102.68	Cu. Yd.	10.00	10.00	1,026.80	1,026.80
Furnish Prestressed Conc. Piling	720	Lin. Ft.	4.40	4.40	3,168.00	3,168.00
Drive Concrete Piles	40	Only	67.00	67.00	2,680.00	2,680.00
Class "A" Concrete	100%	All	4,875.00		4,875.00	4,875.00
Metal Reinforcement	100%	All	1,490.00		1,490.00	1,490.00

Final Cost Analysis - Contract No. 5836
Pine Street - Market Street (Lebanon) Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
18' x 3' Prestressed Conc. Slabs	3	Only	186.00	186.00	558.00	558.00
18' x 4' Prestressed Conc. Slabs	54	Only	233.00	233.00	12,582.00	12,582.00
Metal Parapet Railing	102.7	Lin. Ft.	8.50	8.50	872.95	872.95
Structural Excavation	47.81	Cu. Yd.	7.50	7.50	358.58	358.58
Struc. Excav. below Elev. shown	27.05	Cu. Yd.	8.00	8.00	216.40	216.40
Class "A" Concrete	31.85	Cu. Yd.	66.50	66.50	2,118.03	2,118.03
Metal Reinforcements	2,499.77	Lbs.	0.135	0.135	337.47	337.47
Pipe Railing	132.73	Lin. Ft.	5.00	5.00	663.65	663.65
PA#1 Move Mail Boxes	25	Only	14.50	10.69	267.33	362.50
PA#2 Curb and Gutter	308.88	Cu. Yd.	36.00	36.00	11,119.68	11,119.68
PA#3 Reset Signs	23	Only	2.50	2.50	57.50	57.50
Liquidated Damages	7	Day	125.00			-875.00
Force Account					4,051.41	4,330.40
					$224,818.70	$240,088.01

Gross Revenue	$ 240,088.01
Total Cost	224,818.70
Net Profit	$ 15,269.31

Net Profit equals 6.3% of Gross Revenue

MAR
OFFICE OF
STATE

DETAIL OF COSTS - Contract No. 5836

Labor:						
Labor					$ 44,458.67	
Labor Insurance					4,377.55	
Health and Welfare					1,771.26	$ 50,607.48
Materials:						
12" Concrete Culvert Pipe	48 Lin. Ft.	@	$1.05		50.40	
18" Concrete Culvert Pipe	68 Lin. Ft.	@	$2.15		146.20	
24" Concrete Culvert Pipe	36 Lin. Ft.	@	$3.25		117.00	
8" Corr. Mtl. Pipe & Bands	1,043 Lin. Ft.	@	$1.38		1,442.76	
12" Corr. Mtl. Pipe & Bands	102 Lin. Ft.	@	$2.10		214.00	
24" Corr. Mtl. Pipe & Bands	78 Lin. Ft.	@	$5.04		392.85	
22" Arch Type CMP & Bands	56 Lin. Ft.	@	$3.28		190.24	
8" Concrete Sewer Pipe	88 Lin. Ft.	@	$0.78		68.64	
12" Concrete Sewer Pipe	613 Lin. Ft.	@	$1.30		796.90	
15" Concrete Sewer Pipe	710 Lin. Ft.	@	$1.80		1,278.00	
18" Concrete Sewer Pipe	874 Lin. Ft.	@	$2.20		1,922.80	
24" Concrete Sewer Pipe	422 Lin. Ft.	@	$3.30		1,392.60	
6" Mtl. Dr. Pipe & Bands	22 Lin. Ft.	@	$0.72		15.84	
6" Perf. Mtl. Dr. Pipe & Bands	174 Lin. Ft.	@	$0.81		140.14	
21" Concrete Sewer Pipe	1,622 Lin. Ft.	@	$2.80		4,541.60	
Rock purchased from commercial source					45,392.11	
Class "B" Mix purchased from commercial source					33,591.17	
Redi-Mix Concrete					1,219.69	92,912.94
Equipment Rental and Miscellaneous Supplies:						
Equipment Rental, Owned					18,340.10	
Equipment Rental, Hired					21,798.10	
Gas, Oil and Grease					3,227.27	
Bond					995.46	
P.U.C.					121.70	
P.L. and P.D. Insurance					555.73	
Small Tools and Miscellaneous Supplies					325.80	
Move In, Freight and Cartage					296.35	
Amt. Pd. R. H. Wilsey for constructing structure					18,730.88	
Amt. Pd. E. N. Peterson for concrete curbs, catch basin and Manholes					12,353.14	
Home Office and General Overhead					4,553.75	81,298.28
				TOTAL COST		$ 224,818.70

Remarks - Contract No. 5836

This was a "Federal Aid Urban Project" calling for grading, paving and structure on 1.01 miles of highway roadbed on the Pine Street-Market Drive (Lebanon) Section of the Santiam Highway in Linn County.

The contract was bid January 24, 1961, awarded January 27th. Work started February 7th and the project was completed October 27, 1961.

The contractor moved in one D-7 cat and dozer, one power saw, one truck and a crew of five men and started the clearing on February 7th, completing same in approximately two weeks.

The contractor furnished and installed the culvert and sewer pipe, making good progress on all the pipe.

The contractor and the subcontractor, R.H. Wilsey, built the structure together. Wilsey drove the piling, built the forms, and placed the Class "A" concrete. The redi-mix concrete was purchased from the contractor's commercial plant located in Lebanon.

E.N. Peterson, cement contractor, subcontracted the inlets, manholes, curbs, walks and curb and gutters, the subcontractor purchasing the redi-mix concrete from the contractor's commercial plant.

The contractor did his own excavating using owned equipment which consisted of one D-7 cat and dozer, one front end loader, one Cat #12 blade, and two hired S-12 scraper units. The excavation was removed from one side of the highway at a time and then only for short sections. When the dirt was removed to grade, the rock hauling units would backfill with rock allowing two way traffic during the night. Good progress was made on this portion of the work. The crushed rock was produced and hauled by the contractor from his commercial crushing plant.

The contractor produced and hauled the Class "B" asphaltic concrete from his commercial plant located near Lebanon. Equipment used was five owned and four hired trucks, one Cedar Rapids paver, two rollers. Good progress was made on this item.

The contractor had good bid prices, good equipment and personal supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 6 1962
FOR FILING

March 6, 1962

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 2, 1962, discussed with the Engineer your request for an extension of time on contract #5136. You requested 20 additional workdays within which to complete grading-paving-structure on the Pine St.-Market Drive Section (Lebanon) of the Santiam Highway in Linn County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 17 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ss

cc: J. D. Walker
H. N. Hoover
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Malcom

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

#3

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5836 Contractor Morse Bros.

Highway Santiam

Section Pine St.-Market Dr. (Lebanon)

Kind of Work Grading, Paving, and Structures

Dated Mar. 2, 1962 for 17 days
Floyd Lacey

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

The General Excavation, Base Material and Class "B" A.C. paving overran the bid quantities by a considerable amount. The curb type was changed from plain curb to a combined curb and gutter. Total overrun on the project was $38,259.05, or 19.24%. This would justify an extension of 19.24% x 90 or 17 days. Computations based on average daily production check this figure closely. Recommend an extension of 17 days due to increase in amount of work required.

Recommend an extension of only 24 days, as only 24 additional days were used to complete the contract.

Recommended for Approval:

K. D. Gaberry
Asst. Division Engineer

M S Kaber
Construction Engineer or Bridge Engineer

R K Dunn
Deputy
State Highway Engineer

Contract No.	5836
Project designation	U-196 (21) State-Federal
Date awarded	Jan. 27, 1961
Work started	Feb. 7, 1961
Per cent completed	72% Sept. 16, 1961 Date
No. of Workdays Allowed	90
No. of Workdays Used	90
No. of Added Workdays Requested	20

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

#3

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5836 Contractor Morse Bros.

Highway Santiam

Section Pine St.-Market Dr. (Lebanon)

Kind of Work Grading, Paving, and Structures

Mar. 2, 1962 for 17 days Hrpd Ques of

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Subcontractor for grading work was shut down by strike. Twenty workdays elapsed before prime contractor could make other arrangements for grading work. The Resident Engineer had no knowledge of a subcontractor so charged workdays according to the weather, disregarding strike, as prime contractor was not affected thereby.

The coarse crushed material in base overran the contract amount some 12,000 tons. The contractor averaged approximately 1,000 tons per day, requiring 12 additional days to place this overrun.

Recommend an extension of only 24 days, as only 24 additional days were used to complete the contract.

Recommended for Approval:

K. D. Ashcraft
Asst. Division Engineer

W. J. Kalbow
Construction Engineer or Bridge Engineer

R. H. Dawson
Deputy State Highway Engineer

Contract No.	5836
Project designation	U-196 (21) State-Federal
Date awarded	Jan. 27, 1961
Work started	Feb. 7, 1961
Per cent completed	72% Sept. 16, 1961 Date
No. of Workdays Allowed	90
No. of Workdays Used	90
No. of Added Workdays Requested	20

E—330 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 19, 1961

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 110 days, within which to complete our Contract No. 5836, without the assessment of liquidated damages. The said contract is described as follows:

Grading, paving, and structure on the Pine Street-Market Drive section of the Santiam Highway in Linn County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: When we were awarded the contract for this job we made an oral agreement with Durbin Brothers of Eugene to do the excavation work for us. As a result of the Hoisting and Portable Engineers strike which began June 26, 1961, we were advised by Durbin Brothers, that they would be unable to perform this work for us. It was July 26, 1961, or 20 workdays later that we were able to locate another contractor who was not affected by the strike. At this time Pickett and Farber of Sweet Home began the excavation portion of this contract.

Respectfully submitted,

Morse Brothers
Contractor

By F. N. Morse, Partner

CONSENT OF SURETY

Date September 19, 19 61

We, General Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roland M. King
Attorney-in-fact

(SEAL)

Roland King
Resident Agt

FORM CD-121
10-22-591

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

FOR FILE

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: February 20, 1962

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

AGENDA
MAR 2 1962

SUBJECT: Oregon Project U-196(21)
Extension of Contract Time
Pine Street-Market Drive (Lebanon) Section
Santiam Highway

We are in receipt of your letter of February 13, 1962 providing justification for increase in contract time for completion of the project.

The information is well prepared and assembled and gives an excellent picture of project conditions which caused the contractor to be delayed in his completion of the work.

We concur in an extension of contract time by 17 days due to extra work caused by changes in work to be performed under the contract and resultant overrun in contract cost.

RETURNED TO Mr. Porter

2-21-62

NOTED
R. L. PORTER

February 13, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Extension of Contract Time
Pine St.-Market Drive (Lebanon)
Santiam Highway
Contract No. 5836
Project No. U-196(21)

Dear Sir:

The contractor on this project has requested an increase in the number of work days in which to complete the project.

The contract was set up to use the existing pavement as the base upon which the center of the road was to be built, and excavate and place base rock for the widening only. When the job was staked, it was discovered that this could not be done due to difference in elevations between the existing and proposed grade lines. It was, therefore, necessary to remove the old pavement and reconstruct the road in its entirety for a considerable distance.

This, according to our interpretation, constitutes a change in plans, and, as such, is good and sufficient reason for granting an extension of time. The changes are tabulated below.

Bid Item	Bid Amt.	Final Amt.	Overrun	Quan. Overrun
4. Gen. Exc.	$18,360.00	$21,379.71	$3,019.71	3552.6 cu. yd.
31. Cr.Mtl.in base	40,600.00	58,400.52	17,800.52	12,276.22 tons
32. 3/4"-0 in base	6,200.00	7,929.61	1,729.61	1115.88 tons
33. Sprinkling	2,100.00	3,121.80	1,021.80	340.6 M-Gal.
34. SS-1 in Sprkling	1,375.00	2,886.25	1,511.25	6045 Gal.
38. Class "B" A.C.	49,530.00	60,085.61	10,555.61	1662.3 tons
		TOTAL OVERRUN, MAJOR	$35,638.50	

In addition to the above change, we also changed the type of curb from type "C" curbs to a combined curb and gutter on a portion of the work. This required more time to set forms and pour than the original plan would have required. The tabulation of amounts is:

28 Concrete curbs	$3,280.00	$ 3,602.32	-$ 4,477.68	-124.38 cu. yd.
P.A.#2 Cons. curb & gutter	--0--	11,119.68	+ 11,119.68	+308.88 cu. yd.

NET INCREASE IN CONCRETE CURBS +$ 6,642.00

It was also necessary to remove base material where our survey crew set stakes incorrectly. This work (E.W.O. #5) amounted to $762.57.

A deletion of the binder course was an underrun on the project.

36. 3/4"-0 in Binder	$ 840.00	--0--	-$ 840.00	-280 cu. yd.
37. RC-3 in Binder	1,800.00	--0--	- 1,800.00	- 45 tons

NET UNDERRUN, DELETION OF BINDER -$2,640.00

A recapitulation of the overruns and underruns shows:

Net increase in project cost due to extra excavation	+$35,638.50
Net increase in project cost due to change in curbs	+ 6,642.00
Net increase in project cost due to engineering error	+ 762.57
Subtotal, Increases	+$43,043.07
Net decrease, deletion of binder course	- 2,640.00
Net decrease, minor items, remainder of contract	- 2,144.02
Subtotal, Decreases	-$ 4,784.02
TOTAL, NET OVERRUN OF CONTRACT	$38,259.05

The net increase of contract amount of $38,259.05 equals a 19.24% increase in the amount of work done. A total of 90 days was set up for this project. 19.24% of 90 days is 17.3 days.

Another method of arriving at the time overrun would be to estimate the amount of time required to accomplish the extra work. The excavation, stone base and curbs were constructed at the same time, and the time required to accomplish this additional work is estimated to be 12 days. The additional A.C. is estimated to have required an additional 2 days. The removal of the extra base material placed, due to the engineering error, took 2 days. The binder course which was deleted would have taken 1 day. The net estimated increase in time required, based on changes in the plans, is 15 days.

We, therefore, recommend an increase of 17 work days, from 90 to 107, without assessment of liquidated damages. Your concurrence in this recommendation is requested.

The total work day charge on this project is 114, or 24 days over the specified number of work days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant Highway Engineer

cc Forrest Cooper
F. D. Morgan
CHB:bjh-ajw

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1962

SUBJECT: Extension of Contract Time
Pine St.-Market Drive (Lebanon)
Santiam Highway
Contract No. 5836

To: Mr. R. L. Porter
Ass't. State Highway Engineer

O F F I C E

The contractor on this project, Morse Bros. of Lebanon, has requested an increase of 20 work days in which to complete this project without assessment of liquidated damages. The contractor's request was based on the contention that a verbal subcontract existed with Durbin Bros., who would do the excavation. Durbin was prevented from doing this work because of the labor strike and another contractor actually did the work after a delay of 20 days.

The Bureau of Public Roads has rejected our request for an extension on this basis because the contractor did not protest the changing of work days during this 20-day period. However, the Area Engineer for the Bureau of Public Roads has indicated that additional work required would be considered as a change in the plans, and, as such, could be considered a cause for granting of additional time.

The project has been analyzed carefully on this basis, and we find that the contractor should be granted 17 days on this basis. A full tabulation of this computation is given in the rough draft to the Bureau of Public Roads, which is attached.

Your concurrence in the granting of 17 additional work days is requested. A rough draft of a letter to the Commission, as well as to the Bureau of Public Roads, is attached.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh

FEB 8
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1962
FOR FILING

11-196(2)
5836

January 31, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5836, awarded to Morse Bros., for grading-paving-structure on the Pine St. -Market Drive Section (Lebanon) on the Santiam Highway in Linn County.

This contract was completed on October 27, 1961, and was accepted by the Highway Commission on January 19, 1962. Final payment in the amount of $7,008.94 will be released to the contractor on or after February 7, 1962. The total contract amount is $237,963.01, of which amount $4,330.40 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Morse Bros.,
P. O. Box 266
Lebanon
Oregon

RECEIVED
JAN 29 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5836

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
January 25, 1962

File

Mr. C.S. Emmons
P. O. Box 165
Albany, Oregon

Subj: Pine Street-Market Drive
(Lebanon) Section
Santiam Highway

Dear Sir:

As per your verbal request of January 17th, I am sending herewith a copy of Sheet 3 of the plans for the Pine Street-Market Drive (Lebanon) Section of the Santiam Highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F.D. Morgan
Construction Engineer

DNS:jp
Attach
cc: G.S. Paxson
R.L. Porter

RECEIVED
JAN 29 1962
OFFICE
STATE H

NOTED
R.L. PORTER

RECEIVED
DEC 6 1961
FOR FILING
5836

December 5, 1961

Mr. C. O. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Mr. Polk:

In connection with the State-City agreement covering that portion of the construction of the Pine Street-Market Drive (Lebanon) Section, Oregon Project No. U-196(2), within Lebanon, no parking or traffic control regulations were covered in the agreement because the portion of the project in the city was only about 300 feet long and parallel parking was in effect at that time.

At the present time the City permits "parallel parking only" on both sides of the highway and any future changes in parking regulations or traffic control regulations must have the prior approval of the Oregon State Highway Commission and the Division Engineer of the Bureau of Public Roads before any such changes could become effective.

As the large portion of this project is outside the corporate limits of Lebanon but in an urban developed area, the Oregon State Highway Commission, under ORS 483.346 which gives the Commission authority to control parking on state highways outside cities, has restricted the parking on this portion of the project to "parallel parking only" on both sides of the highway. At such time as the Commission may find it necessary to change its parking regulations or any traffic control regulations, the Commission must obtain the approval of the Division Engineer of the Bureau of Public Roads before any change could become effective.

It is hoped that this letter will clarify the above situation and that the Bureau of Public Roads will not hold up approval of the project agreement for this project.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

JDG:mm
cc: H. S. Cox

RECEIVED
DEC 4 1961
FOR FILING

December 1, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 5436, the Pine Street-Market Drive (Lebanon) Section of the Santiam Highway in Linn County is reported. This project is under contract to Morse Bros. of Lebanon.

The original authorization was $233,764. The present anticipated cost is $260,667.42, indicating an overrun of $21,979.42, or 12.4 percent.

The major reason for this overrun was that the original estimate of quantities of rock, crushed base rock, and asphaltic concrete were inadequate to complete the job as planned. Also, more of the old highway had to be removed than had been anticipated.

Your approval of an additional authorization in the amount of $20,979.42 is requested.

This matter will be on the agenda for your consideration at the December 6 meeting.

Very truly yours,

Everett Cooper
Acting State Highway Engineer

cc · Tom Edwards
L. H. Young

CHB:fp fn

FORM E-50 50M 8-61 84307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 22, 1961

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

SUBJECT: Overrun of Project Authorization
Pine St.-Market Dr. (Lebanon) Sec.
Santiam Highway
Contract No. 5836

Attached is a "Report on Expected Overrun of Project Authorization" on the Pine Street-Market Drive (Lebanon) Section of the Santiam Highway in Linn County. The original project authorization was $231,768.00. The present anticipated cost is $260,667.82, indicating an overrun of $28,899.82, or 12.4 per cent. The contractor is Morse Bros. of Lebanon.

The major reason for the overrun was that the bid quantities for curbs, base and AC were incorrectly estimated during design. Increases in these quantities required in order that the project be completed according to plan resulted in an overrun of $22,650.00.

General excavation overran $3,019.71 due to the fact that more of the old highway had to be removed than was anticipated.

Your concurrence in this overrun is requested. A rough draft of a letter to the Commission is attached.

Tom Edwards
Construction Engineer

CHB:fp

Attach.

RECEIVED
NOV 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 22, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project U-196(21)
Request for time extension
Pine Street-Market Drive (Lebanon Section
of the South Santiam Highway

We are in receipt of your letter of November 9, 1961 requesting our concurrence in extension of 24 additional days on the above contract in response to a request by the contractor for 20 days.

We are aware of the evidence supporting Morse Bros. contention that a verbal agreement did indeed exist between them. It is also our understanding that Durbin was released from this on July 18, 1961 by letter.

We do not have any information as to whether or not the contractor protested the day counts made during the period of the July 26 - August 26 strike as required under the specifications, a matter which would certainly be pertinent to any determination of extension of time.

Our records do show, however, that the contractor had on April 4 completed 7% of the work before the time count started April 10, yet on June 30, only 4 days of the strike period had elapsed and he had used 44% of the time in completing 16% of the work, showing only 9% of work done in the period April 4 - June 30 with 44% of time being used. During the month of July up to the 28, 9% of work was accomplished in 20% of his time, a rate better than that performed prior to the strike, although all the crushing was done prior to June 30. Such a record of progress does not indicate much of an effort on the part of the contractor to expedite the work to completion within the contract time.

The reason for the 12,000 ton overrun in base material is not explained in your letter, although it is our understanding there was some discrepancy in computation at the time of preparation of the plans which could probably be established. However, we are unable to subscribe to the practice of an item by item pro-rata extension of time on the basis shown, in general, and particularly so in view of the fact that all material was stockpiled long before placement started and that placement was in fact being performed concurrently with work on excavation, curbs and other items.

On the basis of the reasons set forth in your letter we are unable to concur in the time extension requested.

Request not sent to Comm.

FORM E-30 50M 9-61 84387

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1961

SUBJECT: Pine St.-Market Dr. (Lebanon) Sec.
Santiam Highway
Contract No. 5836

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Morse Brothers, contractors for this project have requested that their work time be extended 20 days without the assessment of liquidated damages. They list as a reason the hoisting and portable engineers' strike of 1961.

The contractor had an oral agreement with Durbin Brothers of Eugene to do the excavation work for them. Said excavation work should have commenced at approximately the same time as the strike began. Although the Morse Brothers are not members of A.G.C., their subcontractor, Durbin Brothers, are.

As soon as it became evident that the Durbin Brothers would not be able to do thework, Morse Brothers cancelled their verbal contract with the Durbin Brothers and attempted to get a non-A.G.C. member to do the work. They were not able to accomplish this until after 20 work days had been charged during which time none of the major items left were being worked upon.

We have checked with the Durbin Brothers and it is our firm belief that a verbal contract did, in fact, exist. Under the circumstances, we believe that an extension of 20 days is justified.

Another reason which supports their request is that the coarse crushed base materials overran the contract amount 12,000 tons. At the contractor's rate of production of 1,000 tons per day, he would be entitled to 12 days due to the overrun of base rock quantities.

However, the contract was completed with only an overrun of 24 days. We therefore recommend that the time on this contract be extended from an original allocation of 90 days to 114 days without the assessment of liquidated damages.

Original returned
to Construction
11-27-61

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

RECEIVED

November 9, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Pine St.-Market Dr. (Lebanon Sec.)
Santiam Highway
Contract No. 5836

Dear Sir:

Morse Brothers, contractor for subject project, have requested that their work time be extended 20 days without the assessment of liquidated damages. The hoisting and portable engineer's strike of 1961 is listed as a reason.

The contractor had an oral agreement with Durbin Brothers of Eugene to do the excavation work. This excavation work should have commenced at approximately the same time as the strike began. Although Morse Brothers are not members of A.G.C., their subcontractor, Durbin Brothers, are.

As soon as it became evident that Durbin Brothers would not be able to do the work, Morse Brothers cancelled their verbal contract with Durbin Brothers and attempted to get a non-A.G.C. member to do the work. They were not able to accomplish this until after 20 workdays had been charged, during which time none of the major items left were being worked upon.

We have checked with Durbin Brothers and it is our firm belief that a verbal contract did, in fact, exist. Under the circumstances, we believe that an extension of 20 days is justified.

Another reason which supports the contractor's request is that the coarse crushed base materials overran the contract amount 12,000 tons. At the contractor's rate of production of 1,000 tons per day, he would be entitled to 12 days due to the overrun of base rock quantities.

However, the contract was completed with only an overrun of 24 days. We therefore recommend that the time on this contract be extended from an original allocation of 90 days to 114 days without the assessment of liquidated damages.

May we have your concurrence in this action.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

FBK:fp ms

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 11, 19 61

Section Pine St.-Market Dr.(Lebanon)

Kind of work Grading, Paving, & Structures

Highway Santiam County Linn

Section prefix 22-1007

Contractor Morse Bros.

Contract number 5836

Date of contract Jan. 27, 19 61

Specified work days 90

Date work started Feb. 7, 19 61

Work days used 114

Project authorization $231,768.00
Exclusive of engineering $215,286.28

Per cent of time elapsed 127 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 241,000

Estimated per cent overrun or underrun . . . . . + 12 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $16,481.28

Engineering cost to date $ 18,600, 113 %

Date project was completed Oct. 27, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate completed and delivered to division office Friday, Nov. 10.

PROJECT COMPLETED

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
NOV 1 1961
NOTED

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.01	1.01		1.01,	1.01
Miles partially completed					
Miles completed	1.01	1.01			1.01
Total estimated quantities (contract)	21,600	32,000		280	7,800
Total quantities corrected to date	25,200	45,400		0	9,450
Estimated quantities moved or placed to date	25,200	45,400		0	9,450
Average daily quantities	1,200	1,200			1,500
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	shrs		
Saturday			

RECEIVED
NOV 7 1961

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

FOR FILING

Project Name 1st St.-Market Dr. (Lebanon) Date Nov. 6, 19 61

Highway Santiam Contract No. 5836

County Linn Kind of Work Grading, Paving & Structures Contractor Morse Bros.

Contract Amount $ 198,866.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount	
Major items, itemized: Com Exc. (Unclass)	3,552.6	0.85	3,019.71	+
Concrete curbs (including P A # 2)	184.50	36.00	6,642.00	+
Coarse crushed base	12,276.22	1.45	17,800.52	+
Class "B" Asphaltic Concrete	1,662.30	6.35	10,555.61	+

Minor items, unitemized algebraic total 668.34 -

Subtotal $ 37,349.50 +

Approved work orders (Price, extra work and state force orders) $ 7,328.77

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total 1,876.45 -

Subtotal $ 1,876.45 -

Authorization for engineering $ 16,481.28

Expected over-run or under-run of engineering authorization $ 2,518.72 +

Costs not included above (explain) $ -

Allowance for future contingencies (_____% of work remaining) $ -

Credits to come from transfers and deductions $ -

Present estimate of project cost $ 260,667.82

Brief Statement of principal causes of over-run: Com. Exc. 1200 cu. yds. over for removal of old highway because it was above finish grade, and the remainder was due to low estimate. Conc. curbs net computed quantities was 56 cu yds over gross as set up and 104 cu yds was due to changing from type "C" to type "A" curb and gutter where grades were less than 0.2 %. Coarse crushed base- gross quantities are 1,600 tons under computed net quantities, no allowance, rock had 5 % water & old highway removal that was planned to saved. AC net computed quantities are 1500 tons over gross quantities with no allowance.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 231,768.00	
Present estimate of project cost	$ 260,667.82	
Expected over-run (Amount)	$ 28,899.82	
Expected over-run (per cent)	12.4	

Submitted by: _____ Resident Engineer

Noted by: _____ Construction or Bridge Engineer

Confirmed by: _____ Division Engineer

Noted by: _____ Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
NOV 2 1961
FOR FILING

5836

November 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 27, 1961, on Contract No. 5836, Pine St.-Market Drive (Lebanon) Section, in Linn County, in connection with Federal Aid Project No. U-196(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: H. S. Cox

RECEIVED
SEP 12 1961
FOR FILING

September 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the excavation of soft areas on the Pine St.-Market St. (Lebanon) Section of the Santiam Highway in Linn County, Contract No. 5836, in connection with Federal Aid Project No. U-196(21).

After the rock surfacing was placed, soft spots have developed in the grade. To stabilize the base it is necessary to excavate these areas and backfill with suitable material.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
AUG 13 1961

FORM E-30 5OH 3-61 54387

FOR FILING

5436

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1961

SUBJECT: Assignment No. 1180-PMS
Complaint re: Condition of Highway in Front of Motel, Lebanon
Mrs. Marie Kearney

To:

1180

Mr. P. M. Stephenson
Assistant State Highway Engineer

L

We are returning the original letter from Mrs. Marie Kearney of Lebanon, asking that one of our men contact her at her motel in regard to subject complaint. Also enclosed is a copy of a letter regarding investigation made by J. D. Walker and R. D. Asburry.

Mrs. Kearney's complaint was the trouble people were having getting in and out of her motel due to the construction which was being done by a contractor. Mr. Walker states that this condition was corrected within an hour after he arrived, and that Mrs. Kearney was well pleased with the results.

Your Record of Assignment is returned herewith.

V. H. Coffey
Assistant Maintenance Engineer

VHC:jre
Encl.

cc: J. D. Walker
F. T. Lacey

RECEIVED
P. M. STEPHENSON

FORM E-30 80M 9-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1961

To: Mr. I. A. DeFrance
Maintenance Engineer
D e p a r t m e n t

SUBJECT: Assignment No. 1180-PMS
Complaint re: Condition of Highway in Front of Motel, Lebanon
Mrs. Marie Kearney

Pine St.-Market Dr. (Lebanon) Section
Santiam Highway
Contract No. 5836

Attention: Mr. V. H. Coffey

Today Division Engineer J. D. Walker and I contacted Mrs. Marie Kearney in compliance with her request stated in her letter of August 4, 1961.

Her complaint was regarding approaches to her motel. Her motel is within the limits of a contract job, which consists of widening the existing 2-lane facility to a 4-lane facility with curbs and gutters. To complete this work it was necessary at times to block the driveways. The curbs in front of her motel are now constructed and temporary driveways are being constructed to serve the motel until the construction contract completes the final approaches.

J. D. Walker
Division Engineer

By R. D Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. F. T. Lacey

RECEIVED
AUG 14 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1961

SUBJECT: Assignment #1180-PMS
Complaint re: Condition of Highway
In Front of Motel, Lebanon
Mrs. Marie Kearney

To:

Mr. J. D. Walker
Division Engineer

Please have one of your men contact Mrs. Marie Kearney, Rio Vista Motel, 2045 South Santiam Highway, Lebanon, as requested in her letter of August 4th, a copy of which is attached.

Please submit a report and recommendation at your early convenience.

V. H. Coffey
Assistant Maintenance Engineer

VHC:jre
Encl.

cc: P. M. Stephenson
F. T. Lacey

INVOICED
P. M. STEPHENSON

RECEIVED
AUG 10 1961

REFERRED TO
Stevenson
State Highway Engineer

Aug 7. 1961
Lebanon
Oregon

Dear Sir:

wish you would have a man from your office stop by my place as I have a Complaint to make about the highway part our mail.

Your Truly
Mrs. Marie Kearney
Rio Vista Motel
2045 South Santiam Hwy
Lebanon Oregon

RECEIVED
AUG • 7 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. H. COFFEY

RECEIVED
AUG 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1961
FOR FILING
U-196 (21)
5936

May 23, 1961

Mr. and Mrs. Adolph Vesper
70 Walker Road
Lebanon, Oregon

Dear Mr. and Mrs. Vesper:

Your letter regarding right of way on the Lebanon Section of the South Santiam Highway is at hand.

I understand that our Resident Engineer, Mr. Walters, has contacted you and has explained to you that we actually own 80 feet of right of way at the point in question, that all of our construction operations will be confined to our right of way, and that we will not encroach on your property.

In order that there will be no misunderstanding of the location of the right-of-way line abutting your property, Mr. Walters will have stakes placed to delineate the property line.

We thank you for your letter and trust that the matter has been explained to your satisfaction.

Very truly yours,

W. C. Williams
State Highway Engineer

JDW:AM mo

cc Forrest Cooper
Tom Edwards
J. D. Walker

FORM E-80 50M 2-60 26116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1961

To: Mr. Tom Edwards
Construction Engineer
Department

SUBJECT: Assignment No. 484-Y -- 2059-FC
Pine St.-Market Dr. (Lebanon) Section
South Santiam Highway
Contract No. 5836

Herewith a rough draft of a letter to Mr. and Mrs. Adolph Vesper suggesting a reply to their recent letter regarding right of way on the subject project.

J. D. Walker
Division Engineer

JDW:AH

RECEIVED
STATE ... ENGINEER

... DIVISION
RECEIVED
MAY 22 1961
NOTED-- CE ... ACE COE

PLEASE RETURN TO
FORREST COOPER

RECEIVED
MAY 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
By State Highway Engineer

N Walker Road
Lebanon, Ore.
5-13-61

Dear Sir

In regard of the 4 lane highway going Southward of Lebanon.
We have property along that highway. 2186 So Santiam highway.

Is the state just going to take that ground or pay for it.

If one has Contracted us yet I should think the state would pay for the ground they need to widen the highway

Sincerely
Mr & Mrs Forrest Cooper
N Walker Road
Lebanon, Ore

over

RECEIVED
NOV 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1961
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
FEB 27 1961
COMMISSIONERS
FOR FILING

PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY

U-196 (21)
5436

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 27, 1961

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5836, awarded January 27, 1961, for grading-paving-structure on the Pine St. - Market Drive Section (Lebanon) on the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 16 1961
FOR FILING

U-196(21)
5836

February 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 7, 1961, on Contract No. 5836, Pine Street-Market Drive (Lebanon) Section, in Linn County, in connection with Federal Aid Project No. U-196(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
FEB 16 1961
FOR FILING
U-196(21)
5836

February 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Pine Street-Market Drive (Lebanon) Section of the Santiam Highway in Linn County, Contract No. 5836, in connection with Federal Aid Project No. U-196(21).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
FEB 13 1961
FOR FILING
U-196(21)
5836

408 State Highway Building
Salem, Oregon

February 6, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

08-35.3

C. C. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Program -- Federal-aid Urban Funds

Mr. Porter's February 2, 1961 request for approval of individual project program change (Form PR-9) proposed the addition of illumination of the 2nd-South Main Streets channelization to the work under Item 96, Project U-196(21), Lebanon-Cascade Plywood Mill Section.

No justification for the proposed illumination was furnished with your request as required by our February 19, 1959 tentative policy on such work. Apparently, the numerous other intersections on the project will not be lighted. Therefore, Federal participation cannot be approved for illumination unless the intersection proves to be hazardous after the project is opened to traffic. Your request will be placed in our deferred file without further action.

RECEIVED
JAN 31 1961
FOR FILING
U-196(21)

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 27, 1961

By:
D. M. Emrich
Acting Division Engineer

4931

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project U-196(21)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project U-196(21), Pine Street-Market Drive (Lebanon) Section of the Santiam Highway, we hereby concur, as of this date, in award of Contract No., 5836 to Morse Bros., of Lebanon, Oregon, low bidder in the amount of $198,866.00 at the January 24, 1961 bid opening.

Poles

NOTED

RECEIVED
JAN 25 1961
FOR FILING

U-196 (21)
#5836

MISC. CONTRACTS and
AGREEMENTS No. 2321

Salem, Oregon
January 24, 1961

Construction Agreement
Pine Street-Market Street (Lebanon) Sec.
Santiam Highway
Linn County

Mr. O. G. Swenson
Engineer City & County Relations
O f f i c e

Attached is a conformed copy of a construction agreement with Linn County covering Pine Street-Market Street (Lebanon) Section of the Santiam Highway in Linn County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Linn County.

Secretary

rn
Attach: 1

RECEIVED
JAN 25 1961
FOR FILING

U-196 (21)
#5836

Lebanon

January 24, 1961

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing for the records and files of Linn County a fully executed copy of a construction agreement between the State Highway Commission and Linn County covering the Pine Street-Market Street (Lebanon) Section of the Santiam Highway in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Construction Agreement
Pine Street-Market Street (Lebanon) Section
Santiam Highway No. 16
Linn County

MISC. CONTRACTS and AGREEMENTS No. 2321

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the Linn County Court and may now be presented to the Highway Commission for signature. Both of these copies require your signature of approval.

This project was approved by the Highway Commission January 28, 1960.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: D. J. Barbee
Walt Wright
V. D. Wolfe

1-28-60 Min. Page 31
Floyd Emery
Secretary

RECEIVED
JAN 26 1961
FOR FILING
U-196(21)
5836

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1961

SUBJECT: Construction Agreement
Pine Street-Market Drive (Lebanon) Section
Santiam Highway No. 16
Linn County

To: Mr. G. S. Paxson
Chief Counsel
O F F I C E

Attached hereto are six copies of the above agreement, prepared in response to your request of January 3, 1961. It is understood County & City Relations will furnish the necessary map exhibits.

Additional copies of the agreement are available in this office.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:bjk
Attachments (6)
cc: L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
JAN 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN - 5 1961
FOR FILING
U-196 (2)
5836
Lebanon

Salem, Oregon
January 3, 1961

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Construction Agreement
Pine Street-Market Drive (Lebanon) Section
Santiam Highway No. 16
Linn County

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

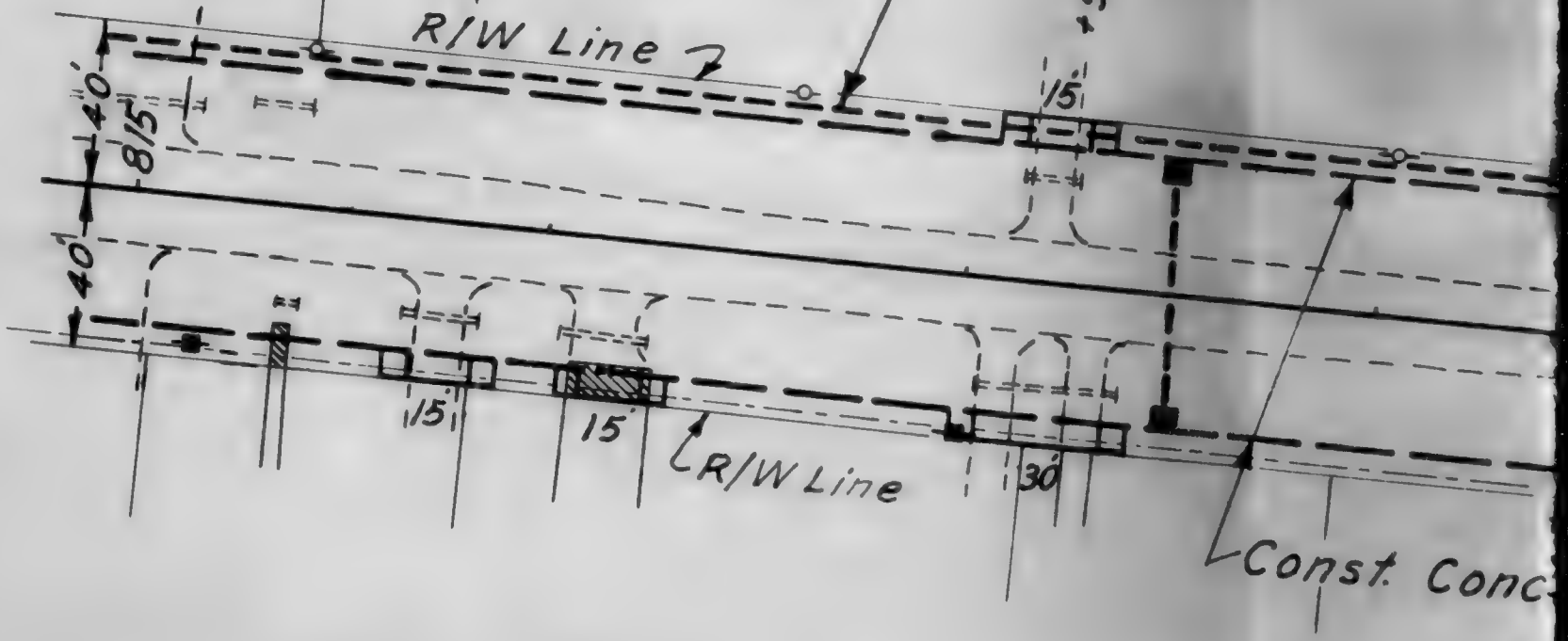
G. S. Paxson
Assistant State Highway Engineer

GSP:mm
Att.

cc: C. G. Swenson

Inst. 21" Conc. Sewer Pipe-690'
Dr. Exc.- 294 C.Y.

+50, Const. 2 Type "G" Inlets
Inst. 8" C.M.P.-64'
Inst. 12" Conc. Sewer Pipe-4'
Inst. 1 Wye
Under Pavement-22'
Dr. Exc.-8 C.Y.



Remove 6" Conc. Pipe – 25
Remove 10" Conc. Pipe – 10
Remove 12" Conc. Pipe – 13
Remove 15" Conc. Pipe – 92
Remove 9 Catch Basins
Remove Conc. Curb – 15
Remove Conc. Walk – 25
Salvage Guard Rail –
Remove Conc. Island –

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

T. 12 S., R

RUSSELL DRIVE

60, Const. Manhole
Const. 2 Type "G" Inlets
Inst. 8" C.M.P. - 68'
Inst. 12" Conc. Sewer Pipe - 4'
Dr. Exc. - 8 C.Y.

Inst. 21" Conc. Se
Dr. Exc. - 14

+60

821+92.13 P.S.

15'
25'
Conc. Curb
820
50' Conc. Is
Conc. Curb
S.0° 09' W.
30'
15'
25'
25'
4" G

Conc Curbs Type "C" Rt. & Lt.

- 25'
- 10'
e - 43 24
e - 92

} Clearing & Grubbing

sins
- 153'
- 25 Sq. Yd.
il - 390'
nd - 4 Cu. Yd.

Const. 24 Driveways Type "A"
Shown Thus
Width

Const. 2 Street Connections

7.90

2 S., R 2 W., W.M.

R.W. 6° C.L.
Δ 47°51'
Ts 423.66'

6°30' C.L.
TΔ 47°51'
Ts 553.04'

onc. Sewer Pipe-360'
c.- 142 C.Y.

320' Spiral
S10°24'
a 2.03

Const. Manhole
Const. 2 Type "G" Inlets
Inst 8" C.M.P. - 76'
Inst 12" Conc. Sewer Pipe-4'
Dr. Exc. - 9 C.Y.

Inst. 18" Conc. Sewer Pipe-380'
Dr. Exc. - 125 C.Y.

826+68.38 P.O.C.
"A" 0+00 P.O.T.

823+21.50 P.C.

825+12.13 P.S.C.

R.W.

+20,

Conc. Island

50'

15'

25'

25'

15

Conc. Curb

825

12

11

12

2

Salvage Guard Rai

16

16

16

16

4" Gas Main

30'

30'

Taper 1'in 20'

100' R.

Obliterate Exist. Pavt.

Const. A.C. Traffic Markers

'A' Line

55' R.

ype "A-1"

'A' Line
Inst. 22" Arch Type C.M.P. - 68'
Dr Exc. - 14 C.Y.

ons

12

12

12

35'

Const. 20' Approach
" Conc. Pipe

7V-2-1

PINE ST.-MARKET DR. (LEBANON) SEC. SANTIAM HIGHWAY LINN COUNTY				SH
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TO SH
8	OREGON	U-196 (21)		S Inc

EXHIBIT "A"

380'

Const. Manhole "G" Inlets
+00, Const. 2 Type "G" Inlets
Const. 8" C.M.P.-88 Sewer Pipe-4'
Inst. 12" Conc. Sewer Pipe-380'
Inst. Exc. - 10 C.Y.
Dr. Exc - 120 C.Y.

Inst. 15" Conc. Sew. Pipe-380'
Dr. Exc - 120 C.Y.

"A" 0+00 P.O.T.

25'

25'

25' R/W Line?

"B" 2+28.28 P.C.S.

"B" 2+96.94 P.O.T.

"B" 5+31.94 P.C.

"B" 6+31.79 P.T.

"B"
20° C.R.
Δ 19°58'
Ts 50.43'

830'

Conc Curb

30'

40'

Rail

40' R.

Obliterate Exist. Pavt.

16'

16'

4'

55' R.

S 19° 41' E

"B" Line

"A" 1+63.51 P.O.T. =
"B" 2+96.94 P.O.T.

SOUTH MA
S 0° 17' W

ach
Pipe-28'

7V-2-2

PINE ST.-MARKET DR. (LEBANON) SEC. SANTIAM HIGHWAY LINN COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-196 (21)		See Index

EXHIBIT "A"

Inst. 15" Conc. Sew. Pipe-380'
Dr. Exc - 120 C.Y.

Inst. 8" C.M. Conc. Sew.
Inst. 12" Conc. - 10 C.Y.
Inst. Exc. -
Dr.

+00, Const.

P.C. 28+28.28

25' R/W Line?

830

25'

40'

Conc Curb

30'

Obliterate Exist. Pavt.

SOUTH MAIN ST

S0° 17' W

S 19° 41' E

'B' Line

"A" 1+63.51 P.O.T. =
"B" 2+96.94 P.O.T.

"B" 5+31.94 P.C.

"B"
20° C.R.
Δ 19° 58'
Ts 50.43'

"B" 6+31.79 P.T.

79

92

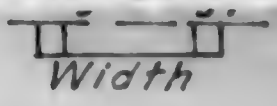
Remove 15" Conc. Pipe-92
Remove 9 Catch Basins
Remove Conc. Curb - 153'
Remove Conc. Walk - 25 Sq
Salvage Guard Rail - 39
Remove Conc. Island - 4

360
355
350
Match Exist. Pavt.
0
1
2
PROFIL
360
+00, 353.95
+50, 354.20
+0.10
Rt. Gutter
Lt Gutter
350
+0.15
+00, Lt. Gutter 352.40
+50, Rt. Gutter 352.75
340
Exc. 323
To Sheet 3
815
816
817
818

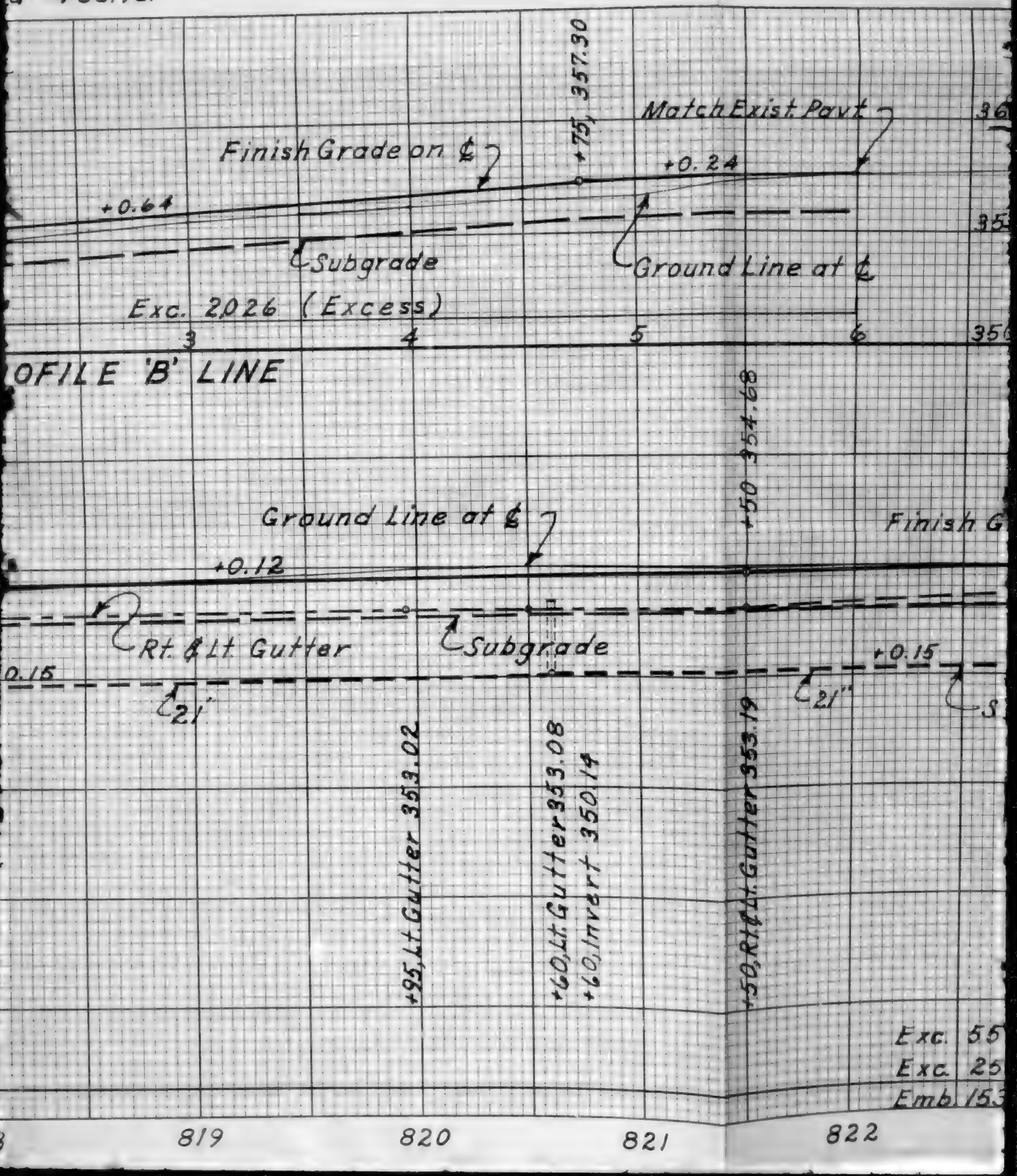
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

92 J

ns
153'
25 Sq. Yd.
-390'
d - 4 Cu. Yd.

Shown Thus 

Const 2 Street Connections



'A' Line
Inst. 22" Arch Type C.M.P. - 68
Dr Exc. - 14 C.Y.

ions

Obliterate Exist.
Const. A.C.

55 R.

12
1/2
1/2
35

Const. 20' Approac
Inst. 12" Conc. Pi
Dr. Exc. - 1 C.

2ND. STREET
N. 44° 32' W.

"B" 1+36.15 P.T.

"B" 0+11.90 P.C.

"B"
20° C.R.
Δ 24° 51'
Ts 63.12'

360
355
350

Finish Grade on ℄

+0.20

+0.15

0.15

8"

℄ 18"

Sewer Invert Grade

+20, 350.68
350.93

+00, Rt. Gutter 354.90

Exc. 5577 (Excess)
Exc. 254
Emb. 153

823
824
825
826

55' R.

3

'B' Line

"A" 1+63.51 P.O.T. =
"B" 2+96.94 P.O.T.

"B" 5+31.94 P.C.

"B"
20° C.R.
Δ 19°58'
Ts 50.43'

"B" 6+31.79 P.T.

pproach
onc. Pipe - 28'
c. - 1 C.Y.

+23, 355.79

Ground Line at ℄

Finish Grade
+0.10 on ℄

+51.51, 355.92

360

355

℄ Subgrade

Exc. 8/2 (Excess)

350

0 1 2

350

PROFILE 'A' LINE

+00, 355.80

+0.19

℄ Subgrade

℄ Lt Gutter

℄ Rt. Gutter

+0.15

℄ 15

18"

+00, Lt. Gutter 353.80

+26, Rt. Gutter 355.51

+00 351.50

351.75

+50 Rt. Gutter 355.80

827 828 829 830

'B' Line

"A" 1+63.51 P.O.T. =
"B" 2+96.94 P.O.T.

"B" 5+31.94 P.C.

"B"
20° C.R.
Δ 19°58'
Ts 50.43'

"B" 6+31.79 P.T.

+2.9, 355.79

Ground Line at ℄

Finish Grade
+0.10 on ℄

+5.51, 355.92

℄ Subgrade

Exc. 812 (Excess)

360

355

350

0 0 1 2

PROFILE 'A' LINE

360

+0.14

℄ Lt Gutter

℄ Rt. Gutter

+0.15

℄ 15'

350

+00 351.50
351.75

+50 Rt. Gutter 355.80

340

828 829 830

RECEIVED
JAN - 5 1961
FORM E-30X 50M 7-59 22128

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Construction Agreement
Pine Street-Market Drive (Lebanon) Section
Santiam Highway No. 16
Linn County

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
County and City Relations Engineer

HSC:mm
Att.

APPROVED
Asst. Const. Engr.

FORM E-123-X 75M-1-60

RECEIVED
DEC 31 1960
U.S.B.P.R.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

U-196 (21)
5836

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 30, 1960

Mr. O. G. Polk, Division Engineer
U. S. Bureau of Public Roads
400 State Highway Building
Salem, Oregon

Re: Right of Way Status
Pine Street-Market Drive
Section
Santiam Highway
Linn County

Dear Sir:

All rights of way have been secured on the Pine Street-Market Drive Section (grading, paving and structure).

Very truly yours,

R. L. [illegible]
Assistant Right of Way Engineer

DLC:mr

cc: Mr. Forrest Cooper ✓
Mr. L. I. Lindus
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
FOR FILING
U-196(21)
#5836

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project U-196(21)

We have today approved the P. S. and E. documents for Oregon Project U-196(21), Pine Street-Market Drive (Lebanon) Section of the Santiam Highway in Linn County.

This is to authorize your advertising for bids.

Bert

NOTED
FORREST COOPER

RECEIVED
NOV 4 1960
FOR FILING
U-196(21)
5836

MISC. CONTRACTS and AGREEMENTS No. 2300

Salem, Oregon
November 2, 1960

Cooperative Construction Agreement
Pine Street-East (Lebanon)Section
Santiam Highway
City of Lebanon

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a cooperative construction agreement with the City of Lebanon covering the Pine Street-East (Lebanon) Section of the Santiam Highway in the City of Lebanon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Lebanon.

Secretary

rm
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Cooperative Construction Agreement
Pine Street-East (Lebanon) Section
Santiam Highway
City of Lebanon

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/28/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

Minutes Book 1-75 Commission, Page 31
Floyd Quenzer
Secretary

RECEIVED
NOV - 3 1960
FOR FILING
U-196(21)
5836

November 2, 1960

Mr. Van R. Thoms
City Recorder
City Hall
Lebanon, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Lebanon a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Lebanon covering the Pine Street-East(Lebanon) Section of the Santiam Highway in the City of Lebanon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
OCT 1 1960
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

U-196(21)

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: September 30, 1960

5836

FROM : C. G. Bolk, Division Engineer
08-35.2 Salem, Oregon

U-196(21)

SUBJECT: Oregon U-196(21), South Lebanon Channelization

Preliminary plans for the proposed channelization of the Santiam Highway and South Main Street in the City of Lebanon have been received by this office. The following comments are offered for your consideration.

These plans provide a 52-foot wide approach roadway connecting to a two-way road with a 20-foot paved surface. These plans also provide a flat directional take-off for southbound traffic destined for South Main or Second Streets.

It is suggested that the approach roadway be narrowed to a single 16-foot traffic lane on each side of the median divider, that the median divider be extended to a point within 10-feet of the through traffic roadway, and that the turning roadways be constructed using a 55-foot radius. These changes will eliminate the wide areas of pavement that lead to erratic operation by the motorist.

NOTED
FORREST COOPER

RECEIVED
OCT 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 6 1960
FOR FILING

U-196(21)
#236

Agenda Item
49-1

August 25, 1960

Hon. Jean R. Blalock, Mayor
City of Lebanon
Lebanon, Oregon

Dear Mr. Blalock:

The State Highway Commission at its meeting on August 18, 1960, adopted a survey concerning improvement of the Pine Street-Market Drive (Lebanon) Section of the Santiam Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 220).

You will recall that a public hearing on this project was held in the City of Lebanon on June 28, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
rj

cc: Linn County Court

RECEIVED
AUG 9 - 1960
FOR FILING
D-196(21)
5836
Lebanon

August 9, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Pine Street-Market Drive (Lebanon) Section of the Cascade Highway. A public hearing was held in Lebanon on this section on June 28, and a transcript of this hearing has been furnished you. All persons speaking at the hearing spoke in favor of the project.

You have previously approved $240,000 for this work in Program 6. The length of this section is 1.02 miles. I am attaching a map for your information.

I recommend your approval of this survey and authorization to purchase the necessary right of way.

This matter will be on the agenda for action at your August 18-19 meeting.

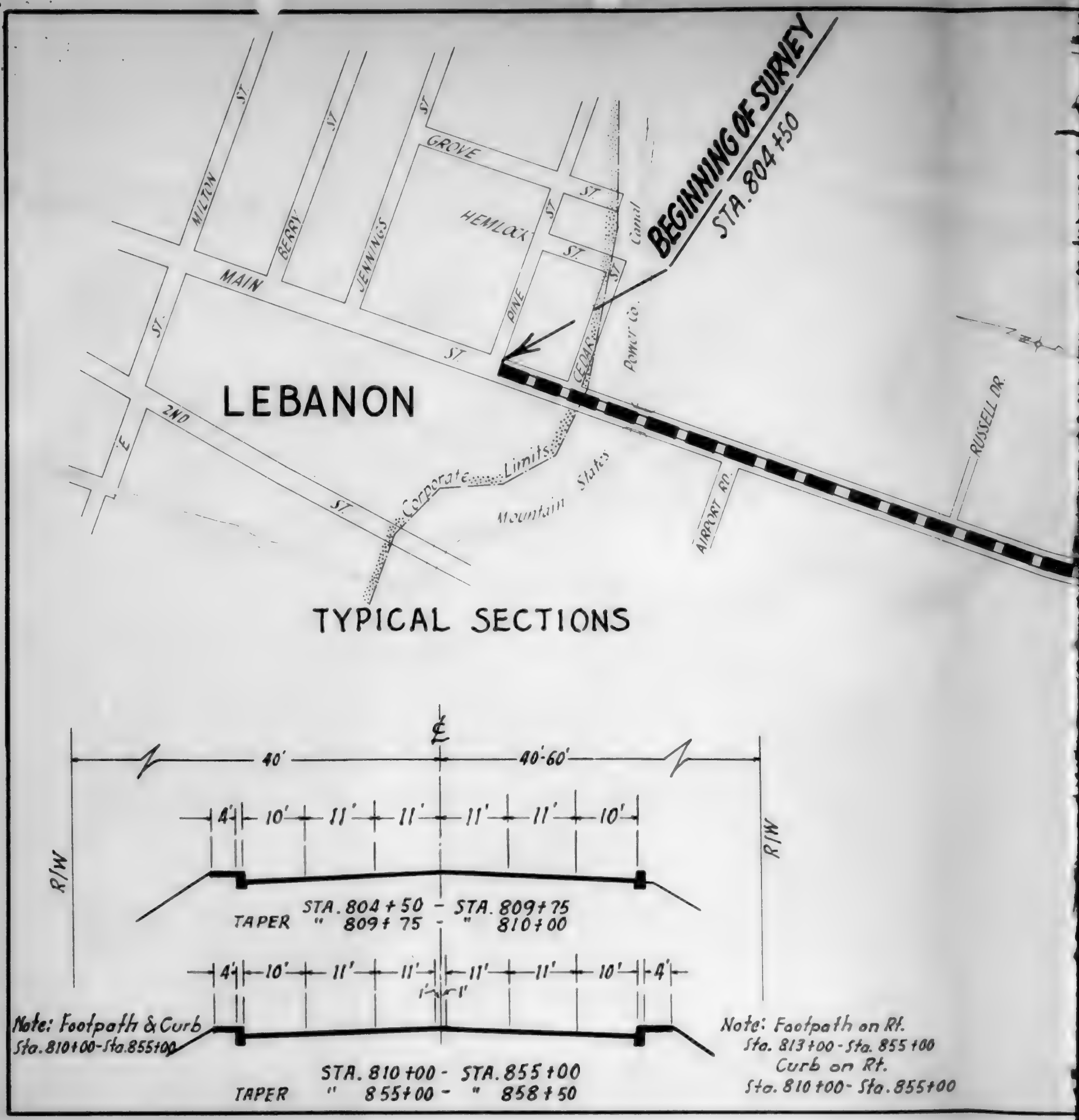
Very truly yours,

R. H. Williams
State Highway Engineer

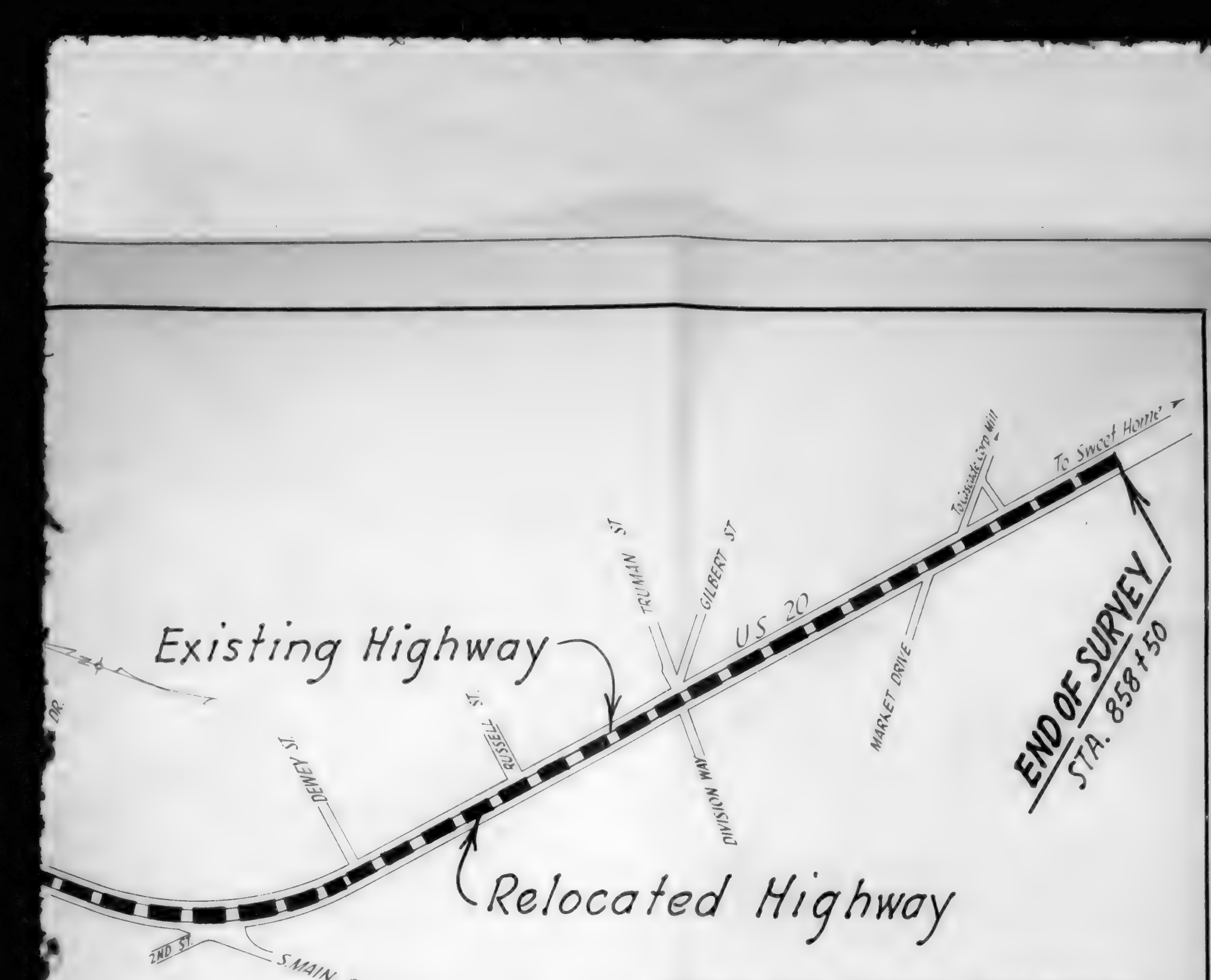
DJB:jk me

Enclosure

cc Mr. Tom Edwards
Mr. Walter Wright


BEGINNING OF SURVEY
STA. 804+50
MILTON ST.
BERRY ST.
JENNINGS ST.
GROVE ST.
HEMLOCK ST.
PINE ST.
CEDAR ST.
MAIN ST.
E. 2ND ST.
LEBANON
Power Co. Canal
Corporate Limits
Mountain States
AIRPORT RD.
RUSSELL DR.
TYPICAL SECTIONS
℄
40'
40'-60'
R/W
R/W
4' 10' 11' 11' 11' 11' 10'
STA. 804+50 - STA. 809+75
TAPER " 809+75 - " 810+00
4' 10' 11' 11' 11' 11' 10' 4'
1'-1'
Note: Footpath & Curb
Sta. 810+00-Sta. 855+00
STA. 810+00 - STA. 855+00
TAPER " 855+00 - " 858+50
Note: Footpath on Rt.
Sta. 813+00 - Sta. 855+00
Curb on Rt.
Sta. 810+00 - Sta. 855+00

1.02 Mi.



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

DATE: August 8, 1960

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

PINE ST.-MARKET DR.(LEBANON) SECTION

SANTIAM HIGHWAY

LINN COUNTY

Scale: 1" = 400' July, 1960

DRG. NO. 1R-5-1429

For details see Drg. No. 8B-18-23 July, 1960

RECEIVED
FORM E-30 80M 2-60 26110
FOR FILE

U-196 (21)
5836

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1960

SUBJECT: State-City Agreement
Pine Street-East (Lebanon) Section
Santiam Highway
City of Lebanon

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

Attached hereto are six copies of the above agreement, prepared in response to your request of August 9, 1960. It is understood that County & City Relations will furnish the additional exhibit map.

Extra copies of the agreement are available in this office.

Leonard W. Pearlman
LEONARD W. PEARLMAN
Staff Attorney

LwP:bjk
cc: L. I. Lindas
Attachment

NOTED
G. S. PAXSON

RECEIVED
AUG 17 1960
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960
FORM E-20X—500M—2-60—18100

FOR FILING
U-196(21)
5836
Lebanon

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1960

To: G. S. Paxson
O F F I C E

SUBJECT: Cooperative Construction Agreement
Pine Street-East (Lebanon) Section
Santiam Highway
City of Lebanon

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John D. Graham
Office Engineer

JDG:ge
Att.

G. S. PAXSON

RECEIVED
AUG 11 1960
FOR FILING
(1-196(21)
5836

Salem, Oregon
August 9, 1960

L. I. Lindas
O F F I C E

Cooperative Construction Agreement
Pine Street-East (Lebanon) Section
Santiam Highway
City of Lebanon

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by the Legal Division.

JMG:ge
Att.

G. S. Paxson

LVN:klf
7/28/60

AGREEMENT DRAFT

THIS AGREEMENT, made and entered into this _____ day of _____ _____, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State", and the CITY OF LEBANON, a municipal corporation, acting by and through its City officials, hereinafter called "City";

W I T N E S S E T H:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Pine Street - (Lebanon) Section of the Santiam Highway, State Primary Highway No. 16. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project".

2. Pursuant to ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement or repair of any road, highway or street and the State may, with consent of City, change the grade of any street, highway or road over which state highway traffic is routed.

3. Pursuant tc such authority, State and City propose to enter into this cooperative agreement for the purpose of completing said project.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right of way by purchase or otherwise, let and award all contracts and supervise the

construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one sheet of paper setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes and valves that are necessary in order to extend any of the said existing city utilities or facilties to conform to the plans of said project.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A", including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State

as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade within the city limits, if any there be, in connection with or arising out of the project covered by this agreement.

5. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

ATTEST:

_____

CITY OF LEBANON, by and through its city officials

By _____
Mayor

By _____
Recorder

LEBANON

Scale 0 500 1000 1500

N

City Limits

Roadway

Paper Mill

MARY ST.

OLIVE ST.

HARRISON ST.

MORTON ST.

TANGENT

ACADEMY ST.

DAVID ST.

ROSE ST.

VINE ST.

ASH ST.

SHERMAN ST.

GRANT ST.

MAPLE ST.

OAK ST.

ALBANY - SANTIAM CANAL

O'NEIL ST.

WHEELER ST.

DODGE ST.

CAROLINA ST.

ISABEL

HIGHWAY

HWY.

SANTIAM

LEBANON - SANTIAM CANAL

RIVER

S. SANTIAM

CRESCENT ST.

WALNUT ST.

CLEVELAND

PARK

WILLIAMS

HYATT ST.

S.P.Co.R.R.

EDDIE

RIVER

ELMORE

GROVE

MAIN

EATON ST.

HARMONY ST

FILBERT AVE.

City Limits

POND

MILTON ST.

BERRY ST

JENNINGS ST.

HARDIN DR.

EVAN DR.

PARK

FRANKLIN

O.E.RY.

PINE ST.

CEDAR ST.

HEMLOCK

CARROLL ST.

School

1ST. 2ND. 3RD. 4TH. 5TH. 6TH. 7TH. 8TH. 9TH.

A B C D E

10 11 15 14

To Sweet Home

RECEIVED
JUL 27 1960
FOR FILING

U-196 (21)

5836

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1960

SUBJECT: Survey Approval Map
Pine Street-Market Drive (Lebanon) Section
Santiam Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

Attached are 13 copies of the above named survey approval map and a rough draft of a letter to the Commission for action on this section.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachment

RECEIVED
AUG 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FOR FILING
D-196(21)
"5836
Lebanon

2-3-60

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
PINE STREET-EAST (LEBANON) SECTION
SANTIAM HIGHWAY
LINN COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Santiam Highway, which is a State Primary facility on the Federal Aid Primary System. The westerly terminus is at Station 804+50 near the intersection of Pine Street with the existing highway. The easterly terminus is at Station 860+00. The overall length of the project is 1.01 miles.

This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. The westerly 350 feet of the project will be within the city limits of Lebanon.

Routine soils investigation will be conducted. Drainage studies pertaining to the Santiam Canal Bridge at Station 809 will be made. An economic analysis is not needed at this time.

The existing (1958) ADT is 8,000 and the projected (1978) ADT is 16,000. The grade is flat and the maximum curvature is 6 degrees. Traffic and alignment warrant a four-lane highway with a design speed of 60 mph. The typical section will consist of a 64-foot curbed street section westerly of the Santiam Canal and a 66-foot curbed street section easterly of the canal. Deviation from State and Federal standards is not anticipated.

Rise and fall is negligible and the central angle is 48 degrees.

This will be a limited access facility with no interchanges or railroad crossings. The Santiam Canal will be bridged by a concrete slab which will replace the existing structure.

The tentative base design by G. L. Decker is:

For new work -	Paving, Base and Wear	3½" A. C.
	Top Course, Base	2 " 3/4"-0
	Bottom Course, Base	14½" Coarse
	Total Depth	20"

Over existing - 1½" (min.) Asphaltic Concrete.

Material is available from local commercial or State-controlled sources.

Agreements with the city will be necessary.

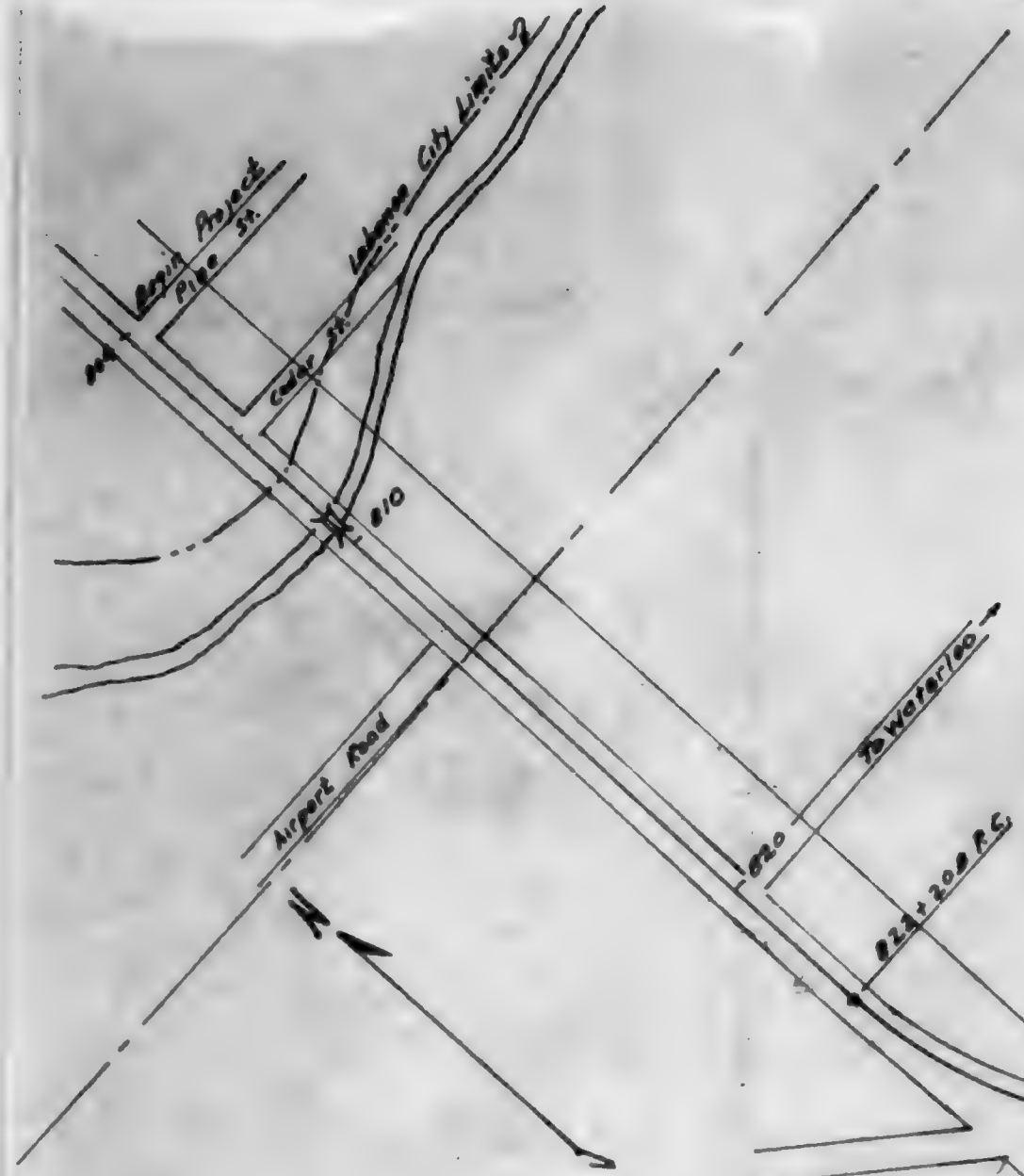
There are no State parks or roadside rest areas affected by this project.

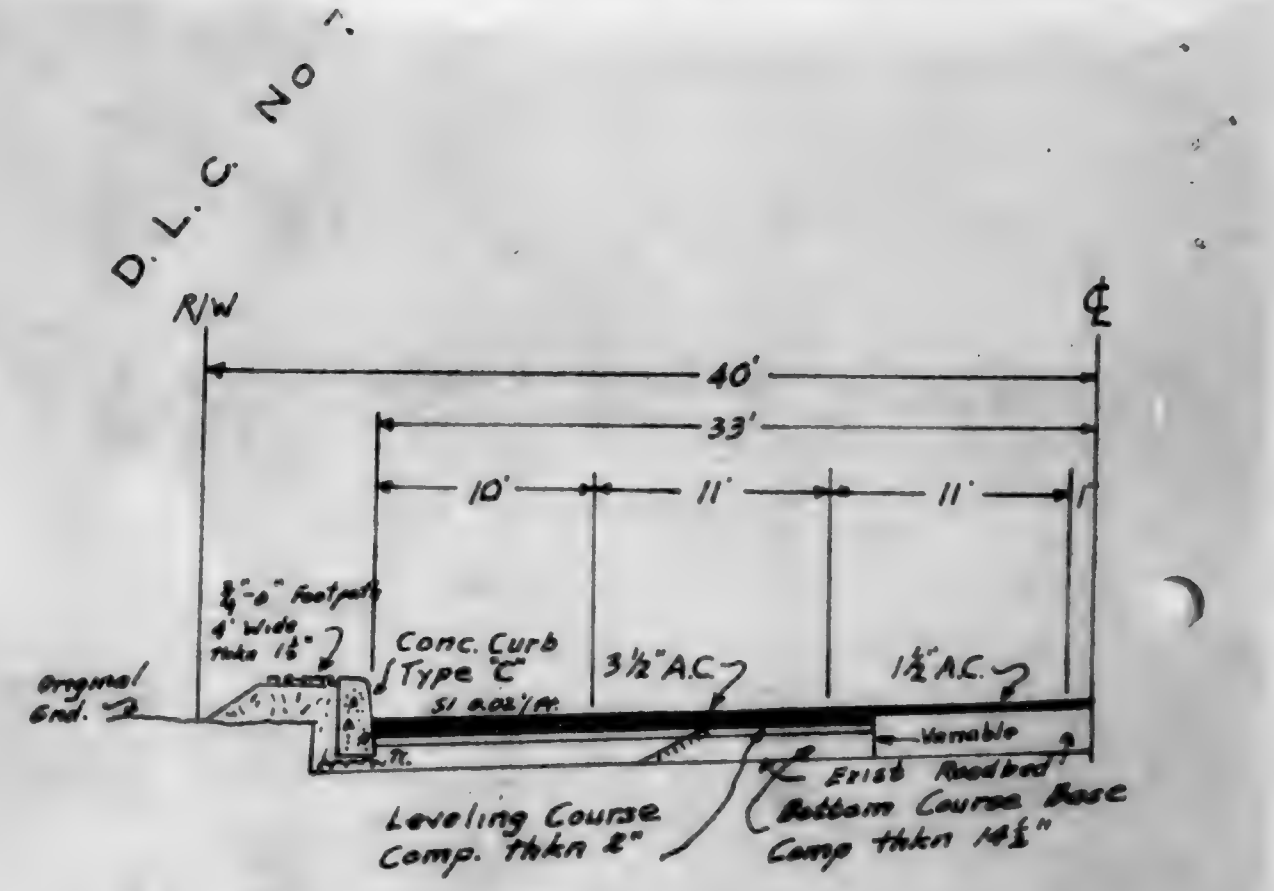
February 3, 1960

Attachment

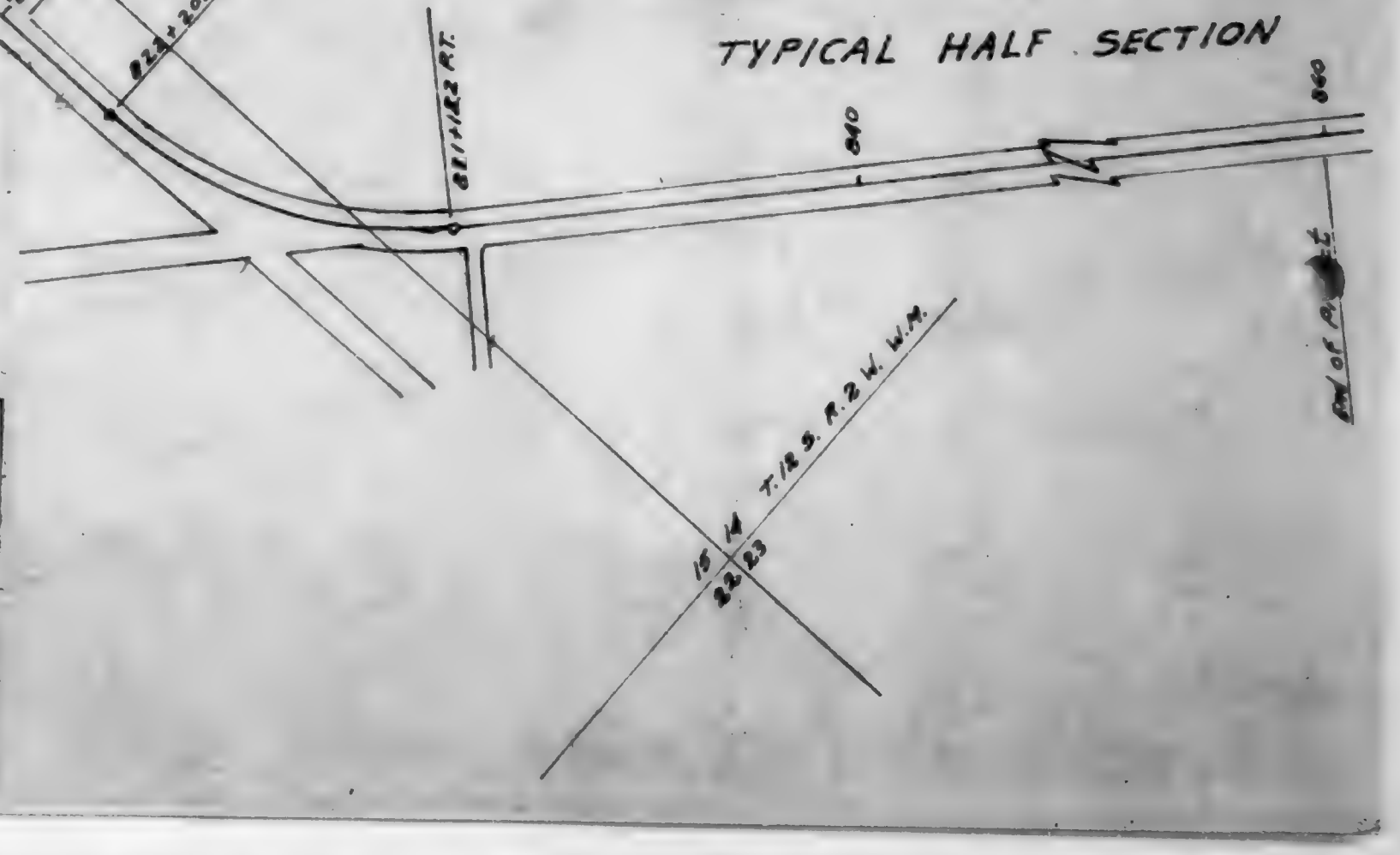
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER





TYPICAL HALF SECTION



PROSPECTUS SKETCH MAP
PINE ST. – EAST (Lebanon)
~~LEBANON-CASCADE PLYWOOD MILL SECT.~~

SANTIAM HIGHWAY

LINN CO. JAN 1960

L.L. MACINTYRE RES. ENG.

24-3326 Detroit Lake State Park Overnite Camp Ext., North Santiam Hwy.
#5837 State project 1961

RECEIVED
JUN 28 1961
FOR FILING

June 27, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5837 for the Overnight Camping Area Extension in Detroit Lake State Park on the North Santiam Secondary Highway in Marion County was completed by the contractor, Rex Kimsey, on June 8, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $6,750.79 will be released to the contractor on or after July 3, 1961. The total contract amount is $24,560.13, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co ,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Mr. Rex Kimsey
Route 1, Box 155
Stayton, Oregon

RECEIVED
JUN 11 1961
FOR FILING

FORM E-30 50M 9-61 54307

5827

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Rex Kimsey completed work on the Detroit Lake State Park Project on the North Santiam Highway in Marion County, Contract #5837 (State Project), on June 8, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED ON CARD
dc

NOTED
FLOYD QUERY

RECEIVED
MAR 7 1961
FOR

24-3326

5837

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1961
Salem, Oregon

SUBJECT: Proposed Access Revision
Mongold Boat Launching Site
S Santiam Hwy. - West of Datroit
ORE22 - Hwy. #162 - M.P. 46.77

To:

Jerry Wimer
Asst. Div. II Engineer
Building

The subject location was brought to the attention of Mr. Val Johnson, Traffic Control Engineer, by Mr. Gerald Wimer, Assistant Division Engineer, requesting that a design be prepared which would be suitable as an ultimate goal. This design would aid in planning current parking area improvement within the park.

The existing access forms an obtuse, T-type intersection. The flat angle of intersection and the large expanse of pavement present two problems. First, no definite stop location or highway exit point exists. Secondly, some confusion as to which is the highway alignment for eastbound motorists could occur due to the small angle of intersection and lack of delineation.

The 1959 ADT on this access road was 90 vehicles. The use of average daily traffic figures has little meaning at this location due to the seasonal aspects of the traffic. As an example, on July 12, 1959, 1807 movements were recorded. It is anticipated that many weekends would experience 2000 movements, or 1000 vehicles entering and leaving per day. The 1959 ADT on ORE22 at this location was 1150 vehicles.

There were no reported accidents at this location during the period from January 1, 1955 to November 30, 1960.

Attached hereto is a plan and cost estimate for a layout which would eliminate any possible confusion between the highway alignment and the ramp to the boat launching area.

NOTED
G. S. PAXSON

Checked by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

FBC:njc
cc: G. S. Paxson
Mark Astrup

RECEIVED
FEB 20 1961
COMMISSIONERS

FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

24-2-61
5837

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 20, 1961

Mr. Rex Kimsey
Route 1, Box 155
Stayton
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5837, awarded January 27, 1961, for the Detroit Lake State Park Overnight Camping Area Extension Project on the North Santiam Secondary Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 10 1961

FORM [illegible] 7-60 29395

21-3326

5837

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Rex Kimsey started work on Detroit Lake State Park, Extension of Overnight Camping Area, on the North Santiam Highway in Marion County, Contract #5837 (State Project), on February 1, 1961.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query ✓

NOTED
FLOYD QUERY

RECEIVED
JAN 31 1961
FOR FILING

24-3326

F-837

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1961

SUBJECT: Special Use Permit #2820
Detroit Lake State Park
Marion County

To: Floyd Query
Secretary
Department

Attached is an approved copy of a Special Use Permit #2820 issued by the United States Forest Service to the State of Oregon, State Highway Department, State Parks and Recreation Division, for the removal of 3,500 yards of talus rock to be used at Detroit Lake State Park.

Very truly yours,

L. V. Koons

L. V. Koons

Encls: 1

RECEIVED
JAN 28 1960
FOR FILING
24-3326
5837
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 27, 1960
Salem, Oregon

MISC. CONTRACTS and AGREEMENTS No. 2184

SUBJECT: Special Use Permit #2820
Detroit Lake State Park
Marion County

Mr. Floyd Query
Secretary
O f f i c e

Attached is Special Use Permit #2820 issued by the United States Forest Service to the State of Oregon, Highway Department, for the removal of 1,000 yards of Talus rock to be used in the 1960 construction of the proposed additional overnight facilities project at Lakeshore area, Detroit Lake State Park.

Very truly yours,

C. H. Armstrong
State Parks Superintendent

By Paul E. Davies
Paul E. Davies
Property Supervisor

PED:AJ
Encl.

cc Cliff Lenz

NOTED
FLOYD QUERY

I-5-5(18)274 Willamette River Br.,Woodburn
Inter. Sec., Pacific Hwy. 1961
#c938 Paving

RECEIVED
JAN 15 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

January 11, 1963

By:
L. R. Backlund
Administrative Manager

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

Oregon Project I-5-5(18)274
Willamette River Bridge-Woodburn Interchange Section
Voucher No. 5 - Final
Net amount claimed - $33,869.00

The subject voucher has been approved in the reduced amount of $33,614.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Items No. 1 & 2:

Total amount of deduction	$277.18
Federal Aid pro-rata	92.32%
Net deduction in even dollars	$255.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachment

RECEIVED
JAN 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

original To Young
with attachment
1-15-63

RECEIVED
MAY 23 1962
FOR FILING

Monthly transaction number

Project report number

For FHWA-2A (5-31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Marion & Clackamas

Project number: I-5-5(18)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 335,007.00

Revised Federal funds $ 303,297.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3 day of May, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: L. R. Backlund
Administrative Manager

USComm-DC 11170

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Willamette River Bridge-Woodburn Interchange Section, Project No. I-5-5(18)274.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:cr

Contract 5838 7-7.C-61

RECEIVED
MAR 2 1961
FOR FILING

Form (9-1 -2) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Mechanic Transaction No.

Project Report No.
I-5-5(18)274

FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Clackamas
Project No.: I-5-5(18)274

5838

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 99, Willamette River to Woodburn Jct.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-30-60	10.9
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 308,412	$ 283,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by
Division Engineer February 20, 1961

USComm-DC 40257

February 2, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Willamette River Bridge-Woodburn Interchange Section, Project No. I-5-5(18)274.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-5-5(18)274

WILLAMETTE RIVER BRIDGE-WOODBURN INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MARION AND CLACKAMAS COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 2, 1961

Type Code 6201
Roadway (Sta. 583+58 to Sta. 1160+00)(Contract No. 5838)

Adjustment of Catch Inlets	2	only	$75.00	$ 150.00
Asphaltic Concrete Mixture	51,000	tons	3.80	193,800.00
Asphalt in Mixture	2,800	tons	27.00	75,600.00
RS-1 Asphalt	45	tons	45.00	2,025.00
Asphaltic Concrete Traffic Markers	440	lin.ft.	1.00	440.00
Guide Posts, Type Y-1	580	only	5.40	3,132.00
Guide Posts, Type Y-2	45	only	6.30	283.50
Guide Posts, Type Y-3	3	only	6.60	19.80
				$275,450.30
Flagging (57½ of Contractor's Cost)	All	Required		4,000.00
Signs (Temporary)	All	Required		600.00
Salvage Guide Posts	All	Required		325.00
			Subtotal	$280,375.30
			10% Engr. & Cont.	28,036.70
			Total	$308,412.00

Length of Roadway - - - - - - - -	10.817 Miles
Length of 9 Structures- - - - -	0.101 Mile
Total Length- - - - - - - - - - -	10.918 Miles
Cost of Roadway Per Mile- - - -	$28,511.78

Federal Funds -	$283,000.00
State Funds -	25,412.00
	$308,412.00

State Funds Per Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds Per Maint: Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-5(18)274

WILLAMETTE RIVER BRIDGE-WOODBURN INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MARION AND CLACKAMAS COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 3, 1960

Type Code 6201
Roadway (Sta. 583+58 to Sta. 1160+00)

Adjustment of Catch Inlets	2 only	$50.00	$ 100.00
Asphaltic Concrete Mixture	48,300 tons	4.75	229,425.00
Asphalt in Mixture	2,660 tons	36.00	95,760.00
RS-1 Asphalt	220 tons	44.00	9,680.00
Aggregate in Shoulder Seal	870 cu.yds.	6.00	5,220.00
Asphaltic Concrete Traffic Markers	440 lin.ft.	1.00	440.00
Guide Posts, Type W-1	580 only	6.00	3,480.00
Guide Posts, Type Y-2	45 only	7.50	337.50
Guide Posts, Type Y-3	3 only	8.50	25.50
			$344,468.00

Flagging (57½% of Contractor's Cost)	All Required	4,000.00
Signs (Temporary)	All Required	600.00
Salvage Guide Posts	All Required	325.00
	Subtotal	$349,393.00
	10% Engr. & Cont.	34,939.00
	Total	$384,332.00

Length of Roadway - - - - - - - -	10.817 Miles
Length of 9 Structures- - - - -	0.101 Mile
Total Length- - - - - - - - - - -	10.918 Miles
Cost of Roadway Per Mile- - - -	$355,303.68

Federal Funds -	$353,000.00
State Funds -	31,332.00
	$384,332.00

Oregon State Highway Department

Federal Aid
Project No. I-5-5(18)274

WILLAMETTE RIVER BRIDGE-WOODBURN INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN MARION AND CLACKAMAS COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 3, 1960

Type Code 6201
Roadway (Sta. 583+38 to Sta. 1160+00)

Adjustment of Catch Inlets	2 only	$50.00	$ 100.00
Asphaltic Concrete Mixture	51,000 tons	4.75	242,250.00
Asphalt in Mixture	2,800 tons	36.00	100,800.00
RS-1 Asphalt	45 tons	44.00	1,980.00
Asphaltic Concrete Traffic Markers	440 lin.ft.	1.00	440.00
Guide Posts, Type W-1	580 only	6.00	3,480.00
Guide Posts, Type Y-2	45 only	7.50	337.50
Guide Posts, Type Y-3	3 only	8.50	25.50
			$349,413.00
Flagging (57 % of Contractor's Cost)	All Required		4,000.00
Signs (Temporary)	All Required		600.00
Salvage Guide Posts	All Required		325.00
	Subtotal		$354,338.00
	10% Engr. & Cont.		35,433.00
	Total		$389,771.00

Length of Roadway - - - - - - - - - - - - - 10.817 miles
Length of 9 Structures - - - - - - - - - - 0.101 miles
Total Length - - - - - - - - - - - - - - - 10.918 miles
Cost of Roadway per mile - - - - - - - - - $36,033.19

Federal Funds - $358,000.00

State Funds - 31,771.00

$389,771.00

RECEIVED
MAR 26 1962
FOR FILING

March 20, 1962

FINAL COST ANALYSIS

Willamette River Bridge-Woodburn Interchange
Paving
Contractor: Warren Northwest, Inc.
Resident Engineer: D.C. King

Pacific Highway
Prefix No. 624-1053-201(41)

Contract No. 5838

Item 4 9 3 9

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Adj. of Catch Inlets	2	Only	75.00	74.24	148.49	150.00
Asphaltic Concrete Mixture	49,871.59	Ton	3.80	3.42	170,418.99	189,512.04
Asphalt in Mixture	2,509.94	Ton	27.00	26.01	65,283.54	67,768.38
RS-1 Asphalt	.29	Ton	45.00	68.79	19.95	13.05
Asph. Conc. Traffic Markers, Type L	256.4	Lin. Ft.	1.00	0.57	145.26	256.40
Guide Posts, Type W-1	528	Only	5.40	5.40	2,851.20	2,851.20
Guide Posts, Type Y-2	102	Only	6.30	6.50	642.60	642.60
Guide Posts, Type Y-3	5	Only	6.60	6.60	33.00	33.00
Asphaltic Concrete Mix	5,869.63	Ton	3.80	3.42	20,023.50	22,304.59
Asphalt in Mixture	293.48	Ton	27.00	26.01	7,633.41	7,923.96
Extra for Placing as Patch	5,869.63	Ton	0.50	0.46	2,694.08	2,934.82
EW1 Flagging					2,701.35	2,701.35
EW2 Signing					728.26	753.13
EW3 Blade Shoulders					728.46	818.75
EW4 Remove Concrete					160.40	184.46
					$274,212.49	$298,847.73

RECEIVED
MAR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Gross Revenue	$ 298,847.73
Total Cost	274,212.49
Net Profit	$ 24,635.24

Net Profit equals 8.24% of Gross Revenue

NOTED
FORREST COOPER

DETAIL OF COST - Contract No. 5838

Labor:			
Labor		$ 36,307.12	
Labor Insurance		4,172.33	$ 40,479.45
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		23,919.49	
Equipment Rental, Hired		39,018.72	
Gas, Oil and Grease		639.25	
Move In		2,650.88	
Fuel and Power		12,669.79	
Freight		1,178.11	
Telephone		134.56	
P.L. and P.D. Insurance		2,959.74	
Bond		854.60	
Expense Account		332.33	
Miscellaneous Expense and Office Supplies		2,640.27	
Home Office and General Overhead		8,965.43	
			95,963.17
Materials:			
60-70 Asphaltic Mix	2,803.42 Ton @ $26.01	72,916.95	
RS-1 Asphalt	.29 Ton @ $34.21	9.92	
Aggregates	55,742 Ton @ $1.10	61,316.20	134,243.07
Sub-contractor:			
Foress Sign Co.		3,526.80	3,526.80
	TOTAL COST		$ 274,212.49

Remarks - Contract No. 5838

This was a "Federal Aid Interstate Highway Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for construction of 10.92 miles of asphaltic concrete wearing surface on main roadway and shoulders involving approximately 51,000 tons of asphaltic concrete.

The northerly end of the project was at northbound station 583+58, which station is at the southerly end of the Boone Bridge over the Willamette River near Wilsonville. The southerly end of the project was at northbound station 1160+00, which station is .22 mile northerly of the Woodburn Undercrossing Structure. The overall length of the project was 10.92 miles.

The project was bid January 24, 1961 and contractor started clearing March 13, 1961 on the gravel deposit. Asphaltic paving started June 7, 1961. Good progress was made until the project was closed down due to strike. Project was completed October 2, 1961.

Newport Construction Company crushed aggregates from a commercial source. Morgan hauled materials to the paving machine on highway.

Excellent supervision and equipment in good condition contributed to good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
NOV 13 1961
FOR FILING

5838

November 10, 1961

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5838 for paving the Willamette River Bridge-Woodburn Interchange Section of Pacific Highway in Marion-Clackamas Counties was completed by the contractor, Warren Northwest, Inc., on October 2, 1961, but has not as yet been accepted by the Commission

Final payment in the amount of $10,228.50 will be released to the contractor after acceptance by the Commission. The total contract amount is $298,847.73, of which amount $4,457.69 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins.Co.Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

RECEIVED
OCT 23 1961
FOR FILING
5838

October 20, 1961

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 20, 1961, had under discussion your request for an extension of time for 13 additional workdays from 70 days to 83 days within which to complete your contract #5838 without the assessment of liquidated damages, for paving the Willamette River Bridge-Woodburn Interchange Section of Pacific Highway in Marion-Clackamas Counties.

The Highway Commission granted you 9 additional workdays, from 70 days to 79 days, subject to concurrance of the Bureau of Public Roads. This action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. D. Walker
D. C. King
Tom Edwards
Bureau of Public Roads
A. L. Porter
C. H. Malson

FORM CD-121
(7-62-58)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
OCT 21 1961

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N. E.
Salem, Oregon

DATE: October 18, 1961

TO : ~~Mr. W. G. Williams~~
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
~~08-35.4-DA~~ Salem, Oregon

SUBJECT: Oregon Project I-5-5(18)274
Willamette River-Woodburn Interchange Section
Pacific Freeway

Reference is made to your letter requesting an extension in time on subject project of nine days. We concur in your recommendation.

Ed Va
for

RECEIVED
OCT 23 1961
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1961
FOR FILING
I-5-5-(18)274
5838

October 17, 1961

Request for Extension of Time
No. 6
October 20, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

Warren Northwest Company, Inc., contractor on the Willamette River-Woodburn Interchange Section, Contract No. 5838, has requested that its work time be extended 13 days without the assessment of liquidated damages. This contract was finished, using only nine days more than the 70 days allotted.

Seven additional days are warranted due to increases in patching asphalt concrete. Two additional days are warranted as a result of the requirement that the contractor perform unanticipated shoulder work under an Extra Work Order.

It is, therefore, recommended that the contract time on this project be extended nine days, from 70 days to 79 days, without the assessment of liquidated damages, subject to concurrence of the Bureau of Public Roads.

This matter will be on the agenda for the October 20 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me
Enclosure
cc Tom Edwards
R. L. Porter
C. H. Maison

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 14, 1961

Section Willamette River Bridge-Woodburn Int.

Highway Pacific County Marion, Clackamas

Contractor Warren Northwest, Inc.

Date of contract January 27, 1961

Date work started March 31, 1961

Project authorization $343,665.32

Exclusive of engineering $317,235.30

Engineering authorization $26,430.02

Engineering cost to date $32,577.32, 123.2 %

Kind of work Paving

Section prefix 624-1053

Contract number 5838

Specified work days 70

Work days used 79

Per cent of time elapsed 112.9 %

Estimated cost of completed project, exclusive of engineering $299,389.21

Estimated per cent [redacted] underrun . . . . . 3.4 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed October 2, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate and supporting data delivered to Division office on October 12, 1961.

Wooden crossovers removed on Friday.

Max Barhyte, ET 2 (Inspector) transfered to G.W. Harra, Mat'l. Div. on Oct. 9, 1961.

FINAL REPORT

NOTED
JOHN T. GRAES

CONSTRUCTION DIVISION
RECEIVED
OCT 16 1961
NOTED- CE DE ACE COE

Noted
M. N. Juve

Signed DC King Resident Engineer

Address Room 208 Lab Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					10.92
Miles partially completed					0
Miles completed					10.92
Total estimated quantities (contract)					51,000 T
Total quantities corrected to date					55,741 T
Estimated quantities moved or placed to date					55,741 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 10 1961
FOR FILING

October 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 2, 1961, on Contract No. 5838, Willamette River Bridge-Woodburn Interchange Section, in Marion and Clackamas Counties, in connection with Federal Aid Project No. I-5-5(18)274.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
OCT 12 1961
FOR FILING
5838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1961

To: Mr. J. D. Walker
Division Engineer
B U I L D I N G

SUBJECT: Willamette River-Woodburn
Interchange Section
Pacific Highway
Contract No. 5838

I am very appreciative of the report on the methods used in placing the armor coat on the Willamette River-Woodburn Interchange Section. Two questions come to mind on which I would appreciate your thoughts:

First, did the contractor suffer any additional cost due to this method other than the cost of the two screed men and the cost of punching the holes for the nail grade markers? In other words, did this method in any way slow up the contractor's trucks, the speed of his paving machine, or cause him any other items of cost?

Second, would it be possible, without undue cost, to use this method of laying base course on a new project? I have in mind requiring placing the first lift to exact grade and laying subsequent lifts to uniform thickness.

It would appear to me that a big stride in achieving pavement smoothness could be made with this operation.

SIGNED BY
TOM EDWARDS

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper
D. C. King

RECEIVED
OCT 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E 30X—80M—6 61—36652

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1961

SUBJECT: Willamette River-Woodburn Interchange
Pacific Highway
Contract No. 5838

To:
Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

Attached for your information is a copy of a report made out by the Resident Engineer on the subject section outlining the procedure used in the construction of this project and noting some of the problems encountered.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:AM

ISION
R
OCT 2 1961
RE
62

WILLAMETTE RIVER - WOODBURN INTERCHANGE

PACIFIC HIGHWAY

This contract covered the overlay of 11 miles of the existing interstate route 5 with 1½ inches of Class "B" Asphaltic Concrete. This overlay was to cover the 24 feet of travel lane plus a 4 foot and a 10 foot shoulder. The contract provided for a maximum of 5,000 tons of Class "B" mix to be used for patching and leveling work. The special provisions provided that it was permissable to place this patching with a blade grader. These special provisions were modified by a correction letter, prior to bidding, which listed the following paragraph under: Grade Controls Required:

"The spreading and finishing of the asphaltic concrete shall be performed to accurate lines, grades and cross sections. The paver used in the work shall be equipped and operated in such manner that its operations will be guided by cord or wire line and grade controls established and maintained by the contractor to the lines and elevations established by the engineer. The engineer will establish and mark line and grade controls for each strip of pavement at intervals of approximately 25 feet, and the contractor shall set supports and stretch cord or wire thereon to the lines and grades established by the engineer for each strip of pavement. The paver shall spread and finish the mixture to the lines and grades established by the engineer."

To conform with this requirement for grade control, profiles were run on the centerline and at points 13.5 feet right and left of the centerline of each lane. Rod readings were taken on nails set at 25 foot intervals. These profiles were plotted to a scale of 1" = 1 foot vertically to 1" = 50 feet horizontally. Grades were laid on these profiles to bring the section to standard cross section. It was found that the existing pavement was so badly distorted in cross section that it would require over 22,000 tons of A.C. in patching and leveling to bring the section into shape for the overlay. Permission was received to deviate from the typical crown slope (.02 per foot), grades were re-laid using slopes varying from 0.015 to 0.025 per foot on the traveled lanes and from .04 to .06 per foot on the shoulders. Computations showed that 17,000 tons would be required to patch and level the section useing the revised typical section.

A conference was then held with the contractors representatives and as the patching was so extensive (practically continuous) the contractor decided it would be impractical to do the patching with a blade grader, and elected to patch and level with the paving machine. A price agreement was approved for the estimated 9,000 tons overrun in patching material.

Control of grade was next discussed and it was agreed that the contractor would furnish spikes to tie the stringline to and the survey crew would drive them to grade, if practical, and the contractors personnel would stretch and tie the guide string. It was found impractical to drive the 8"x3/8" spikes without preparing a hole for them so the contractor organized a crew and drilled holes adjacent to our grade points throughout the project. The holes were punched by special bits in a standard jackhammer.

While the contractors crew was drilling the holes the survey party utilized their transit control signals to paint the fill to grade at each point. These fills were plotted by scaling from the exaggerated profiles.

The next step was the preparation of a device on the Cedar Rapids paving machine to allow the screed operators to follow the string line grade. This was accomplished by attaching arms to each side of the screed that extended forward, nearly to the pivot point of the floating screed, (they should have been just long enough to reach the pivot point). These arms responded to the slope of the screed when the control screws were turned. A pointed indicator was attached to the end of the arm and adjusted to ride the string line.

The machine was then set on the street and the guide arms adjusted to the stringlines. It was now apparent that we were going to have trouble as our patching grades ran from 0.25 to 0 etc. and we were working with 3/4" aggregate. We decided to drag the screed as tightly as possible at the points where no fill was indicated rather than stop and rake out each of these points. The next problem was that we had set our string line to the exact grade wanted with no allowance for compaction and it was necessary to estimate the amount of compaction needed and hold the indicator some distance above the string line. This worked fairly well but the inspector had to make a guess at the distance to run above the line at each variation in the depth of the patch.

This guessing was overcome by having the survey party set the guide string the required fill depth plus 1/2 to allow for compaction and the major portion of the project was run using this method. The operator then running uniformly to the string line. One mile of the completed patching was re-leveled and compared with the grade we were attempting to build. The results were very good so we proceeded with the method above outlined for the entire patching operation.

The patching completed, instructions were received from the Construction Department to control one edge of the first panel of the top lift with the string line, and control the crown slope with a level device on the screed.

A four foot carpenters level was mounted on the screed in such a manner that one end was movable and a pointer attached and calibrated to indicate slopes from 0.01 to 0.06 per foot. A smaller

detachable level was used on top of the four foot level to facilitate the reading of the bubble by the screed operator concerned.

No additional survey work was required as we were able to use the identical control points we had used for the patching operation. Spikes were set in the same holes used previously and the string line set to the required finished grade plus the 1/2 compaction factor. One arm of the control device was used to control grade on the side adjacent to the string line. The opposite side of the screed was controlled by the level bubble with the inspector setting the required crown slope on the indicator. This method of control corrected the thickness of the mat at those points which had been marked as 0.0 fill and over which we had dragged the screed during the patching operation.

The adjacent panel was paved next by matching the joint on one edge and controlling the crown slope with the level bubble.

The 12 foot shoulder was paved in a similar manner.

The special provisions required that the longitudinal joints fall at the centerline and at the edges of the travelled lanes. It was therefore necessary for the contractor to devise special equipment to pave the four foot shoulder. This consisted of a four foot spacial shoulder paving unit by Barber Greene fed by an Ulrich shoulder building machine attached to a blade grader. This equipment worked satisfactorily, however two rakers were employed to keep the joint raked due to the speed obtained, over five miles being paved in one shift.

The slope of this four foot shoulder was again controlled by the use of a level attached to the screed.

The Construction Department had instructed that one half of the top lift on the project might be paved by laying a uniform 1½ inches on the centerline and controlling the crown slope with the level device, but the contractor had no objections, so the stringline method was used on the entire project.

This method of controlling grade gives better results than any method I have tried previously. It does however take more engineering money than is usually needed, and requires very carefull work by the survey parties as any undetected error in a rod reading can carry through the work and cause a serious defect in the riding surface.

D.C. Fling
Resident Engineer

RECEIVED
SEP 15 1961
FOR FILING

September 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the blading of slopes along pavement edges on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties, Contract No. 5838, in connection with Federal Aid Project No. I-5-5(18)274.

Through most of the project the gravel shoulder is a foot or more outside of the shoulder line to which the pavement was carried. This makes a sudden drop-off the thickness of the new pavement. It is desired to blade the rock shoulder material to match the pavement as a traffic safety measure and protection for the edge of the pavement.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
AUG 4 1961
FOR FILING

5838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1961

SUBJECT: 50 MPH Signs
12 Mile Section
Baldock

To:

MEMO TO FILE

In light of continuing complaints about the 55 MPH signs on the 12-mile paving job on the Baldock, Messrs. Cooper and Paxson discussed the situation and decision was made to mask the signs. The Division Office was so directed and the signs were masked as of this date. Deputy Police Superintendent Bown was notified of this action by phone.

There was question if the minimum temporary lane striping should be done. The thought on this was to hold off until the first part of the week when there is some indication that the strike situation might be settled and work resumed.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

FBC:njc

cc - Forrest Cooper
G. S. Paxson

NOTED
FORREST COOPER

RECEIVED
AUG 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 1961
FORM E-30 50M 3-61 84997
FOR FILING

5838

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1961

To: Memo to Files

SUBJECT: Willamette River Bridge-
Woodburn Interchange Section
Pacific Highway
Contract 5838

On this date Mr. Paxson requested by phone that the 55 MPH signs on the subject section be masked until the contractor resumes work, also that the bump left at the end of the day's run of paving be feathered out by State forces.

Mr. Wimer is having this work performed by maintenance forces.

R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. D. C. King

G. S. PAXSON

RECEIVED
AUG 1 1961

FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St., N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: July 26, 1961

FROM : ~~C. G. Polk, Division Engineer~~
08-35.4 Salem, Oregon

By: D. M. Emrich, District Engineer

SUBJECT: Oregon Project I-5-5(18)274 Willamette River Bridge - Woodburn Interchange Section Pacific Highway

Reference is made to your letter dated July 21, 1961 concerning an anticipated overrun in asphaltic concrete materials.

The overrun is approved as requested.

RECEIVED
JUL 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FOR FILE COPIES

RECEIVED
JUL 24 1961
FOR FILING

July 21, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorisation for Contract No. 5838, the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties, is anticipated. The original project authorisation was $315,422.21 The present estimated cost is $343,665.32, indicating an overrun of $28,243.11 or 8.95 per cent.

The overrun was caused by the need for additional patching material to bring the existing pavement to grade. The need for this additional material was not known until precise levels were run on the project. A total of 6,000 tons of extra material was used.

This request for an additional authorisation will be presented to you at the July 28 meeting and I recommend your approval. The Bureau of Public Roads has indicated approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison

CHB:fp fn

July 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Project I-5-5(18)274
Willamette River Bridge-
Woodburn Interchange Section
Pacific Highway

Dear Sir:

It is anticipated that an overrun of the project authorization on this project will be experienced. The original authorization was for $315,422.21. The present estimated cost is $343,665.32, indicating an overrun of $28,243.11 or 8.95 per cent.

This overrun was caused by the addition of approximately 6,000 tons of A.C. patching material. An approved price agreement was made for an additional 9,000 tons, but only 6,000 tons were actually needed.

Your approval of this overrun is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

CHB:fp fn

FORM E-20 50M 8-61 24397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1961

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

SUBJECT: Overrun of Project Authorization
Willamette River Bridge-Woodburn Interchange Section
Pacific Highway
Contract No. 5838

Attached is a Report on Expected Overrun of Project Authorization for the above-named project. The original project authorization was $315,422.21. The present anticipated cost is $343,665.32, indicating an overrun of $28,243.11 or 8.95 per cent.

The overrun is caused by the addition of some 6,000 tons of additional patching material to the project. The approved price agreement for this additional material was for an additional 9,000 tons, but only 6,000 tons were actually used.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached for your use if you concur in this overrun.

Your concurrence is requested. Verbal approval by the Bureau of Public Roads has been received.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

APPROVED
Construction E...

RECEIVED

RECEIVED
AUG 1 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Willamette River Bridge - Woodburn Int. Date July 10, 1961

Highway Pacific Contract No. 5838

County Marion & Clackamas Kind of Work Paving Contractor Warren Northwest, Inc.

Contract Amount $ 275,450.30

Expected over-runs and under-runs in contract items:

Major items, itemized:	Quantity	Unit Price	Amount
PA #1 - Asphaltic Concrete Mixture	3000	- 3.80	11,400
Asphalt in Mixture	199	- 27.00	5,373
Extra for placing as patching	3000	- 0.50	1,500

Minor items, unitemized algebraic total		- 1932.00
Subtotal		$ - 1932.00
Approved work orders (Price, extra work and state force orders)		$ 56,990.00
Expected over-runs and under-runs in work orders:	Amount	
Minor items, unitemized algebraic total	0	
Subtotal		$ - 18,273.00
Authorization for engineering		$ 22,430.02
Expected over-run of engineering authorization		$ 4,000.00
Costs not included above (explain)		$ 0
Allowance for future contingencies (63 % of work remaining)		$ 5,000
Credits to come from transfers and deductions		$
Present estimate of project cost		$ 343,665.32

Brief Statement of principal causes of over-run:

Precise cross sections after the contract was awarded pointed up the necessity of additional patching to bring the roadway into the required typical section.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 315,422.21
Present estimate of project cost	$ 343,665.32
Expected over-run (Amount)	$ 28,243.11
Expected over-run (per cent)	8.95%

Space to right of this line is for use of Salem office.

Submitted by: R King
Resident Engineer

Noted by:
Construction or Bridge Engineer

Confirmed by:
Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 20 1961
FOR FILING

June 19, 1961

Oregon State Highway Commission

Gentlemen:

On May 26, 1961, certain construction speed zones were established on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway. The established speeds were 35 miles per hour during working hours and 45 miles per hour at other times.

It has been found desirable to permit a higher speed through certain portions of the construction area than those originally established. Effective 12 noon, Thursday, June 15, permission was granted for the following construction speed zones on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway, No. 1, between M.P. 18.42 and M.P. 29.34, in Clackamas and Marion Counties:

35 miles per hour in the actual construction section during working hours

45 miles per hour on those sections where actual work is not underway but where conditions are hazardous

55 miles per hour on those sections of minor [illegible]

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

RECEIVED
JUN 19 1961
COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH M. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I
5434

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 19, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 12:00 Noon, Thursday, June 15, permission was granted for the following construction speed zones on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway between M.P. 18.42 and M.P. 29.34.

35 MPH in the actual construction section during working hours.

45 MPH on those sections where actual work is not under way but where conditions are hazardous.

55 MPH on those sections of minor hazard.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson

NOTED

RECEIVED
JUN 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 1961
FOR FILING
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
WASCO
GLENN L. JACKSON MEMBER
MEDFORD
FLOYD QUIGLEY SECRETARY
SALEM

I-5-5(11)214

5838

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 7, 1961

Mr. Marshall R. Newport
Newport Construction Company
7071 N. E. Halsey Street
Portland 12, Oregon

New Era-Canby Section
Contract No. 5786

Willamette River Bridge-
Woodburn Interchange Section
Contract No. 5838

Dear Mr. Newport:

Reference is made to our telephone conversation this date regarding the exchange of materials from the State-owned source named in Contract No. 5786 for materials which you will furnish off of a source owned by your company.

You are the subcontractor on the New Era-Canby project, Contract No. 5786, in which a source of materials on the Molalla River was furnished by the State. You are also the subcontractor on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway. On this job, it was the obligation of the contractor to furnish his own source of material. Prior to bidding this job, you were advised of this circumstance and you acquired a private source in the same vicinity as the State-furnished source on the New Era-Canby job. It has now developed that due to high water in the river you cannot get onto the land which you purchased in order to secure the gravels.

In view of this circumstance, we have agreed to permit you to utilize gravels from the source specified in Contract No. 5786 on Contract No. 5838, with the understanding that, at such time as the water has receded sufficiently to enable you to work your own source, this will be done. We also agreed that you would furnish a like amount of crushed materials from your private source to the New Era-Canby job as that utilized from the State source on the Willamette River Bridge-Woodburn Interchange Section.

If this corresponds to your understanding of our telephone conversation, will you please acknowledge the same on the extra copy of the letter enclosed and return for our files.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

Encl.

LHY:fp:jw

ACKNOWLEDGED

Marshall R. Newport

cc Warren Northwest, Inc.
P. O. Box 5072
Portland 12, Oregon

Forrest Cooper
A. E. Johnsen
J. D. Walker
Clay Cornett
D. C. King

RECEIVED
JUN 8 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 1961
FOR FILING

I-5-5(10)274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1961

SUBJECT: Re: Willamette R. Br. - Woodburn Interchange, prefix 624-1053

To: D.C. King
Resident Engineer
Salem, Oregon

I am enclosing copies of tests made on the existing base rock and natural subbase material, which you recently submitted, from the Baldock Freeway. I understand that this material was taken directly beneath an area of broken pavement and adjacent to an area where pavement repair had been made during 1960. This would seem to indicate a progressive degree of deterioration which seemingly can continue indefinitely.

Tests on the soil indicate considerable difference in load supporting properties with changes in moisture content. At 20.7% water a cover of 19 inches is indicated. Tests on the coarse base rock show a very high degree of degradation (34.63%) and that the fines produced by degradation to be of poor quality (4.4"ht.). Out present specification calls for a maximum loss of 25% and at such a loss a maximum height of fines in the cylinder of only 1.75 inches. The sand equivalent test result of 22.0 on the existing #4-0 material indicates a water susceptible, poor quality type of fines. These fines have undoubtably been produced in part by degradation. Sieve analyses were not made on either material.

It seems questionable to me that an overlay will entirely prevent further pavement distress.

G W Harra NOTED
G.W. HARRA G. S. PAXSON
Engineer of Materials

c.c. G.S. Paxson
Tom Edwards
J.D. Walker

RECEIVED
MAY 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-80—15M - 1-60

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Willamette R.Br.-Woodburn Interchange	Prefix No.	624-1053
Highway	Pacific	County	Marion, Clackamas
Contractor	Warren N.W., Inc. Contract No. 5838	F. A. Project No.	I-5-5(18)274
Submitted by	Dustin King	Date reported	May 31,1961

REPORT ON SAMPLE OF SOIL

Source of material
Sampled at
To be used
Sampled by
Laboratory No.
Data Sheet No.

Date received
Quantity represented
Type of material Subbase in place
Sample No.

TEST RESULTS

SOIL ANALYSIS:

LL	%
PI	%
FME	%
SL	%
R	%
Cf	%
LS	%

Classification—Group

Sp. Gr. (Le Chatelier) 2.73
Sand Equivalent %
Natural Moisture 22.0 %

SIEVE ANALYSIS:

% Single
Ret. on Sieve

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% moisture
108.8	18.8

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	%
Coarse sand, 2.0 to 0.42 mm.	%	%
Fine sand, 0.42 to 0.074 mm.	%	%
Silt, 0.074 to 0.005 mm.	%	%
Clay, smaller than 0.005 mm.	%	%
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST: Smith Cell

Sample	Remolded		~~Undisturbed~~		
% Compaction					
% Moisture	18.4	22.1	23.3	24.5	20.7
Depth Ratio Z/R					
Pavement Thickness, Z	6	18	20	22	19
Angle of Friction, ϕ °	30	6	6	6	
Cohesion, C psi	0	4	2	0	
R Value	66	26	22	18	23

Remarks:

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Supt.
Geology and Soils
Files

G. W. Harra

Engineer of Materials

State Printing 26736

Form E-01—25M—10-60

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Willamette R.-Br.-Woodburn Interchange
Highway: Pacific
Contractor: Warren N.W., Inc.
Contract No. 5838
Submitted by: Dusty King

Prefix No. 624-1053
County: Marion, Clackamas
F. A. Project No. I-5-5(18)274
Date reported: May 31,1961

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: XXXXXXXXXXXX
Sampled at
To be used
Sampled by
Date received
Quantity represented

TEST RESULTS

Laboratory No. k
Data Sheet No.
Type of material: Base in place
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines		%
Degraded material		%
Liquid limit: Natural fines	28	%
Manufactured fines		%
Degraded material		%
Fracture		%
Sand equivalent	22.0	

Oregon Air Degradation: P#20=34.63%
Height = 4.4 inches

Date sampled

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer
Dist. Maint. Sup't
Foreman
Geology and Soils
Files

G W Hara
Engineer of Materials

State Printing 31136

RECEIVED
MAY 13 1961
FOR FILING

1-55(12)274

5838

May 17, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8 a.m., May 4, 1961, permission was granted for the establishment of construction speed zones on the Willamette River Bridge-Woodburn Interchange section of the Pacific Highway.

Because of the method of operating on this section, it is believed necessary to have a 35 mile-per-hour speed zone through the work area during the hours construction operations take place. During the remainder of the time, difference in pavement elevations in the various lanes will necessitate a speed below the present signed speed of 70 miles per hour, but conditions will not be such that the 35 mile-per-hour speed would be reasonable. It is proposed to establish a 35 mile-per-hour construction speed during working hours and a 45 mile-per-hour construction speed during other hours.

Your concurrence is recommended in the establishment of construction speed zones on that section of the Pacific Highway, No. 1, in Clackamas and Marion Counties, between M.P. 28.42 and M. P. 29.34. The designated speeds are to be 35 miles per hour during working hours and 45 miles per hour at other times.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. G. Williams
State Highway Engineer

cc Mr. F. B. Crandall
VPJ:pk ms

RECEIVED
MAY 25 1961

FOR FILING
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-5(17)274
2134

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 16, 1961

Mr. Lee Bown, Deputy Supt.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Sir:

Effective May 4, 1961, approval was granted for the establishment of a construction speed zone on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway between M.P. 18.42 and M.P. 29.34 in Clackamas and Marion Counties. The designated speeds are to be 35 MPH during working hours and 45 MPH at other times.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:pk
cc: G. S. Paxson

RECEIVED
MAY 17 1961
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1961
FOR FILING

COMMISSIONERS
M. G. McIVER, Chairman
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-5(18)274
5838

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 27, 1961

Mr. Norman P. Barnes
Vice President
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

This will acknowledge receipt of your letter of April 19 to the Bridge Engineering Division in regard to the proposal to substitute 5/16" x 1¼" cadmium plated machine bolts and nuts for the specified galvanized material in fastening the guide post assembly together for the Willamette River Bridge-Woodburn Interchange Section paving project, Contract #5838.

This substitution is approved.

Very truly yours,

W. C. Williams
State Highway Engineer

by L. N. Young
for Tom Edwards
Construction Engineer

VPJ:mjs
cc Forrest Cooper
F. B. Crandall
Ivan D. Merchant

RECEIVED
APR 28 1961
STATE ENGINEER

LOUIS SNOOK
EVE SNOOK

PAUL SNOOK
IDA SNOOK

Foress Co.
BOX 687 — PHONE PLAZA 2-4479
CORVALLIS, OREGON

April 19, 1961

Oregon State Highway Department
Bridge Engineering Division
Salem, Oregon

Project: Willamette River Bridge - Woodburn Interchange

Gentlemen:

Please reference standard drawing No. 2106 and the specifications for this contract. Permission was received form you to substitute 5/16" x 1¼" cadmium plated machine bolt and nut for the same size galvanized bolt and nut in fastening the post assembly together for guide posts for the Meacham-Oro-Dell Section. We are furnishing the guide posts for Willamette River Bridge - Woodburn Interchange Section and request permission to make the same substitution of bolts and nuts.

Very Truly Yours,

Norman P. Barnes
Vice President

NPB/jff

I & H. - Is this O.K. - Presume the BPR should be consulted on the substitution. Dale

RECEIVED
APR 2 1961
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

NOTED
TRAFFIC CONTROL
ENGR.

RECEIVED
APR 21 1961
TRAFFIC ENGINEERING

NOTED
L. E GEORGI

RECEIVED
APR 3 1961
FOR FILING
I-5 5(18)274
5238

April 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 31, 1961, on Contract No. 5838, Willamette River Bridge-Woodburn Interchange Section, in Marion and Clackamas Counties in connection with Federal Aid Project No. I-5-5(18)274.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
FEB 14 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUIERY, SECRETARY
SALEM

5-5(18)274
5838

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 14, 1961

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5838, awarded January 27, 1961, for paving the Willamette River Bridge-Woodburn Interchange Section of Pacific Highway in Marion-Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 8 1961
FOR FILING

I-5-5(18)274
1439

February 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties, Contract No. 5838, in connection with Federal Aid Project No. I-5-5(18)274.

This work is necessary for the direction and guidance of traffic during construction. It is in accordance with the provisions of the contract and funds were included in the Project Authorization to cover it.

Contractors' percentages will be in accordance with the provisions of this contract. Equipment rental rates, if any, will be in accordance with the agreement with the Associated General Contractors.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
FEB 8 1961
FOR FILING
I-5-5(18)274
5434

February 8, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties, Contract No. 5838, in connection with Federal Aid Project No. I-5-5(18)274.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JAN 31 1961
FOR FILING

I-5-5(18)274
5934

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 27, 1961

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-5(18)274

As requested in your letter of today concerning Oregon Project I-5-5(18)274, Willamette River Bridge-Woodburn Interchange Section of the Pacific Highway (paving), we hereby concur, as of this date, in award of Contract No., 5838 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $275,450.30 at the January 24, 1961 bid opening.

Advice that all rights-of-way have been acquired for this project was contained in your letter of December 30, 1960.

Porter

NOTED

RECEIVED
FOR FILE
I-5-5(18) 274
5808

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project I-5-5(18)274

We have today approved the P. S. and E. documents for Oregon Project I-5-5(18)274, Willamette River Bridge-Woodburn Interchange Section of Pacific Highway, involving paving.

This is to authorize your advertising for bids.

NOTED
FORREST COOPER

U-318(3) Highlands Inter.Sec.
Sunset Hwy. 1961
#5839 Roadside Improvement

RECEIVED
JAN 8 1963
FOR FILING

January 8, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of final voucher for the Highlands Interchange Section, Project No. S-318(3), in the amount of $103,744.

This project shows the final cost and federal funds requested exceeding the setup of funds in the project agreement and accordingly, it is requested that the agreement be modified to conform with this revised amount.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

RECEIVED
JAN 12 1962
FOR FILE

5839

January 12, 1962

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5839 for roadside improvement on the Highlands Interchange Section of Sunset Highway in Multnomah County was completed by the contractor, Solomon Aichele, on November 16, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,092.46, of which amount $32.70 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Solomon Aichele
11360 SE Stevens
Portland 66
Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24, 1961

Section Highlands Interchange — Kind of work Roadside Improvement

Highway Sunset County Multnomah — Section prefix 26 - 1057

Contractor Solomon Aichele — Contract number 5839

Date of contract January 27, 1961 — Specified work days 50

Date work started February 24, 1961 — Work days used 40

Project authorization . . . . . $ 16,214.85 — Per cent of time elapsed 80 %
Exclusive of engineering . . . . $ 15,061.79

Estimated cost of completed project, exclusive of engineering $13,128.25

Estimated per cent [redacted] underrun . . . . . 12.8 %

Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization $1,153.06

Engineering cost to date $ 1,117.24, 96.9 % — Date project was completed November 16, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate is being submitted this week. This will be the last weekly report on this contract.

cc: Chuck Hazelton

M. N. Juve

Signed R.F. Lytle, Resident Engineer
Address 5821 NE Glisan, Portland 13, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Project completed and accepted.

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	8	Project accepted Nov. 16.
Tuesday	Rain	8	
Wednesday	Showers	8	
Thursday	"	8	
Friday	"	8	
Saturday			

RECEIVED
NOV 21 1961
FOR FILING

November 21, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 16, 1961, on Contract No. 5839, Highlands Interchange Section, in Multnomah County, in connection with Federal Aid Project No. U-318(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

K. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
OCT 13 1961
FOR FILING

A-342
5429

October 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 302, covering State-controlled plants on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5429, in connection with Federal Aid Project No. S-316(3).

The Special Provisions of this contract provide that State-controlled plants may be used at the option of the contractor. The contractor has chosen to use these plants and this Order establishes the furnishing of them at stated prices.

The total estimated amount of the Order is $220.50 with Federal participation of $132.30.

This Order has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT 12 1961
FOR FILING

6437

October 12, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 302, covering State-controlled plants on the Highlands Interchange Section of the Sunset Highway in Multnomah County, Contract No. 5839, in connection with Federal Aid Project No. U-312(3).

The special provisions of this contract provide that State-controlled plants may be used at the option of the contractor. The contractor has chosen to use these plants and this order establishes the furnishing of them at stated prices.

The total estimated amount of the order is $175.00 with Federal participation of $105.00.

This order has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

R. G. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
FEB 28 1961
FOR FILING
U-318 (3)
5439

February 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 24, 1961, on Contract No. 5839, Highlands Interchange Section, in Multnomah County, in connection with Federal Aid Project No. U-318(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
FEB 21 1961
FOR FILING

COMMISSIONERS
M. A. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

U-318(3)
5839

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 21, 1961

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. Solomon Aichele
11360 SE Stevens
Portland
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5839, awarded January 27, 1961, for roadside improvement on the Highlands Interchange Section of the Sunset Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 17 1961
FOR FILING
U-318(3)
1839

February 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Highlands Interchange (Roadside Improvement) Section of the Sunset Highway in Multnomah County, Contract No. 5839, in connection with Federal Aid Project No. U-318(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED
JAN 30 1961
FOR FILES

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 27, 1961

U-318 (3)
5839

By:
D. M. Emrich
Acting Division Engineer

G. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project U-318(3)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project U 318(3), Highlands Interchange Section (Roadside Improvement) on the Sunset Highway, we hereby concur, as of this date, in award of Contract No., 5839 to Solomon Aichele, of Portland, Oregon, low bidder in the amount of $14,213.20 at the January 24, 1961 bid opening.

NOTED

RECEIVED
APR - 1 1960
FOR FILING
V-318(3)
5839

Salem, Oregon
March 31, 1960

Zoo Interchange

Mr. Tom Edwards
Construction Engineer
O F F I C E

I am attaching a copy of a letter from the Bureau of Public Roads in which it questions the wisdom of doing the landscaping work at the Zoo Interchange at this time due to the possibility of slides. I concur in its thinking; therefore, please defer this project until the slide situation has (we hope) stabilized.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. C. G. Polk
Mr. W. C. Williams
Mr. Mark Astrup

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

408 State Highway Building
Salem, Oregon

March 28, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon U-318(3)
Highlands Interchange Section
of Sunset Highway

Dear Sir:

This office has received plans and estimates for a proposed roadside improvement contract in the vicinity of Highlands Interchange. We understand that slope correction under the same project is contemplated at a later date, possibly next year.

We suggest that you defer taking bids on the roadside improvement project until the slope correction work has been accomplished and that the slope correction work be let to contract at an early date.

We will withhold any action on the proposed project until we receive further word from you.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

RECEIVED

RECEIVED
FOR
U-318(3)
5839

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

C. G. Folk, Division Engineer
08-35.4 Salem, Oregon

Oregon Project U-318(3)

We have today approved the P. S. and E. documents for Oregon Project U-318(3), Highlands Interchange Roadside Improvements.

This is to authorize your advertising for bids.

Burton

NOTED
FORREST COOPER

F-145(11) Irrigon-Umatilla Sec., Col- 1961
umbia River Hwy. (Grading &
#5840 Paving) Folder #1

KR-564 3-15-61

RECEIVED
APR 26 1962
FOR FILING

5840

April 25, 1962

U.S. Army Engineer Resident Office
Corps of Engineers
P. O. Box 741
Pasco, Washington

Attn: Mr. George J. Schoch

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam. This information was requested in your letter of April 17th.

We will continue to submit monthly a similar statement for all contracts awarded by the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JAH:lt

cc: R. L. Porter
Frank Morgan

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements No. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 — Irrigon-Umatilla Section
Contract 5955 — Boardman Jct.-Irrigon Section
Contract 6014 — John Day River Bridge

Date of this report is as of April 5, 1962

Contract No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Amount Reimbursed by U.S. Army	Unbilled Accrued Costs
5840	$378,919.48	$35,000.00	$25,000.00	$25,000.00	$ 10,000.00
5955	622,858.20	91,300.00	-	-	91,300.00
6014	622,632.47	477,800.00	-	-	477,800.00
				Total	$579,100.00

U.S. ARMY ENGINEER RESIDENT OFFICE, PASCO
CORPS OF ENGINEERS
P.O. BOX 741
PASCO, WASHINGTON

ADDRESS REPLY TO
THE RESIDENT ENGINEER
NOT TO INDIVIDUALS
NPWVQ-P

17 April 1962

Re: Contracts DA-45-164-CIVENG-61-103
DA-45-164-CIVENG-61-265
Contractor and Highway Department
Payment Accruals

Mr. Frank Morgan
c/o Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Reference is made to Article 5 of subject contract covering Payments.

In order to maintain a record of accrued earnings for budget purposes, it would be appreciated if your office will submit a monthly estimate of contractor earnings and highway department expenses in connection with subject contracts. This information would be appreciated by the twenty-fifth of each month.

At present the above estimates would include the John Day River bridge, your contract no. 6014 under our contract no. CIVENG-61-103 and your contract no. 5840 under our contract no. CIVENG-61-265.

As future contracts are let, similar information would be appreciated.

Sincerely yours,

GEORGE J. SCHOCH
Resident Engineer

CONSTRUCTION DIVISION
RECEIVED
APR 18 1962

Wills
Please discuss NOTED
G. C. WILLS

RECEIVED
APR 26 1962

The FUND
Insurance Companies

Pacific Department Group Claims

FIREMAN'S FUND INSURANCE COMPANY • HOME FIRE & MARINE INSURANCE COMPANY • NATIONAL SURETY CORPORATION
3333 CALIFORNIA STREET • SAN FRANCISCO 20, CALIFORNIA • JOrdan 7-5000
MAIL ADDRESS: LOCK BOX 3395

F 14
5840

April 24, 1962

Floyd Query, Secretary
State Highway Department
Salem 10, Oregon

Dear Mr. Query:

Re: Bond C-6066158 - R. E. HALL CONSTRUCTION CO.
State Highway Contract No. 5840 - Irrigon-
Umatilla Section, Columbia River Highway

We acknowledge your letter dated April 19, 1962 enclosing copy of claim notice filed by American Bitumuls and Asphalt Company.

This matter is receiving our attention and we hope to be able to give you a statement of our position very shortly.

Very truly yours,

N. THOMAS MARTIN
Superintendent, Bond Claims
Pacific Department

j

NOTED
FLOYD QUERY

RECEIVED
APR 26 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1962
FOR FILING

5940

April 19, 1962

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $13,893.85, which has been filed with the Secretary of State by American Bitumuls and Asphalt Company for petroleum products furnished to R. E. Hall Construction Company. This appears to be in reference with State Highway Contract No. 5840 with R. E. Hall Construction Company for grading and paving on Irrigon-Umatilla Section on the Columbia River in Morrow and Umatilla Counties.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

CWH:fkn

cc: Waldron's Inc.
Milton-Freewater, Oregon
Attention: W. A. Lloyd, Res. Agent

R. E. Hall Construction Co.
1720 S. W. Goodwin Place
Pendleton, Oregon

Commissioners

Mr. Forrest Cooper

NOTED ON CARD
dc

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

April 17, 1962

#-840

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Otto Hoefler, District Manager, American Bitumuls & Asphalt Company, 5501 N. W. Front Avenue, Portland 8, Oregon and filed asof this date, a notice of claim by same for materials, namely, petroleum products furnished to C. E. Hall dba R. E. Hall Construction Company in the sum of $13,893.85 against the bond taken from Fireman's Fund Insurance Co., surety for work 5.4 miles paving on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo. A. Stephens
Public Records Section

GS:FK
Enc.

Acc, please reply 76

RECEIVED
APR 18 1962
OREGON
STATE HIGHWAY COMMISSION

AMERICAN BITUMULS & ASPHALT COMPANY
5501 N. W. FRONT AVENUE · PORTLAND 8 · OREGON

EXECUTIVE OFFICES
SAN FRANCISCO

April 11, 1962

To: THE STATE OF OREGON

NOTICE IS HEREBY GIVEN that American Bitumuls & Asphalt Company has a claim for materials, namely, petroleum products furnished to C. E. Hall dba R. E. Hall Construction Company, in the sum of $13,893.85, against the bond taken from Fireman's Fund Insurance Co. as Surety for work 5.44 miles paving on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties, Oregon.

Dated this 11th day of April, 1962.

AMERICAN BITUMULS & ASPHALT COMPANY

Otto Hoefler, District Manager

File #3940
FILED
APR 17 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

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APR 17 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

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MAR 16 1962
FOR

File

R. E. HALL CONSTRUCTION COMPANY

PHONE
CR 6-6794

39 S. E. THIRD
PENDLETON, OREGON

F-14-2 (11)

5840

March 5, 1962

Copies To Query
Morgan
3-16-62

REFERRED TO
State Hwy Engr.
BY SECRETARY

Mr. Floyd Query
State Of Oregon
Highway Department
Salem, Oregon

Dear Mr Query,

I have signed the final estimate on The Irrigan Umatilla Section Of The Columbia River Highway. Contract No. 5840, but am not waiving our rights to the crushed material remaining on the project.

Morrow county has requested permision to purchase the above mentioned material in a letter to Mr. McKinney the Resident Engineer.

Yours very Truly

R. E. Hall Construction Co.

R. E. Hall

Porter

RECEIVED
MAR 14 1962
OREGON
STATE HIGHWAY COMMISSION

MATERIALS & LABORATORY

NOTED
FLOYD QUERY

RECEIVED
FEB 20 1962
FOR FILING

4140

February 16, 1962

Fireman's Fund Insurance Company
P. O. Box 1110
Seattle 11, Washington

Attention: Mr. F. J. Sellen
Attorney-in-fact

Gentlemen:

Contract No. 5840, grading, paving
Irrigon-Umatilla Section of
Columbia River Highway, Morrow and
Umatilla Counties.
R. E. Hall Construction Co., contractor

This is to acknowledge receipt of your letter of February 14 giving your consent as surety to payment of final funds under the subject contract to Clarence Braden.

The "Assignment of Claim" which we have been holding is being forwarded to our Auditor, and final payment will be made in accordance with the terms of the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: R. E. Hall Construction Co.
1720 S. W. Goodwin Place
Pendleton, Oregon

C. H. Maison
Frank McKinney

CWH:jmc

NOTED ON CARD

Mr. Maison:

A copy of the surety's letter is attached. The assignment has been approved by Frank McKinney.

FQ

The FUND
Insurance Companies

Pacific Northwest Branch

FIREMAN'S FUND INSURANCE COMPANY • HOME FIRE & MARINE INSURANCE COMPANY • NATIONAL SURETY CORPORATION

STUART BUILDING • SEATTLE 1, WASHINGTON • MAin 4-6900
MAIL ADDRESS: P. O. BOX 1110 • SEATTLE 11, WASHINGTON

February 14, 1962

State of Oregon
Highway Department
Salem, Oregon

RE: Bond C-6066158 - R. E. HALL CONSTRUCTION CO.

Gentlemen:

The Fireman's Fund Insurance Company as surety on the above captioned performance bond covering Contract #5840 for grading and paving Irrigan-Umatilla Section Columbia River Highway in Morrow & Umatilla Counties, hereby gives their consent to payment of final funds under this contract to Clarence Braden.

Very truly yours,

FIREMAN'S FUND INSURANCE COMPANY

By F. J. Sellen
F. J. SELLEN, Attorney-in-fact

JS

RECEIVED
FEB 16 1962
OREGON
STATE HIGHWAY COMMISSION

ok by Frank McKinney
2-16-62
C.H

Form A-304—1M—6-60

STA OF OREGON—HIGHWAY DEPART NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Nine Thousand Nine Hundred Thirty Five Dollars ($.....) Dollars, to Me paid, I hereby sell, assign and transfer the within claim for All money due from Final Retained Percentage in connection with contract no. 5840 with the Oregon State Highway Commission for Grading and Paving Irrigan-Umatilla Section Columbia River highway. In Morrow & Umatilla Counties.

to Clarence Braden 22 W. Alder Walla Walla, Wash. and authorize and empower said Clarence Braden to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 8th day of January, 1962.

Executed in the presence of us as witnesses:

.....

.....

R. E. Hall Construction Company

By: Its Attorney In Fact C E Hall

State Printing 28650

RECEIVED
FEB 19 1962
FOR FILING

5840

February 16, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed December 1, 1961, on the Irrigon-Umatilla Section in Morrow and Umatilla Counties, State Highway Contract No. 5840.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

L. H. Young
Office Engineer

DBP:jb

FOR FILING

R. E. HALL CONSTRUCTION COMPANY

PHONE
CR 6-6794

39 S. E. THIRD
PENDLETON, OREGON

F 145 (11)

5840

February 10, 1962

Mr. Floyd Query
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query;

In answer to your letter dated February 1, 1962
Re: Contracts No. 5840 and 6010

The surety on the above mentioned contracts will no doubt answer the portion of the letter applying to them.

The assignment to Mr. Braden is for the monetary value only. The responsibility for the work to be done remains that of R. E. Hall Construction Company as set forth in the contracts. All Subcontractors will be paid under the provisions of each Subcontract as established in the approved subcontracts.

I hope this will help to clarify some of the questions raised in your letter.

Yours sincerely,

Neil Hall

Attorney In Fact For
R. E. Hall Construction Co.

CC: The Fireman's Fund Insurance Company
P. O. Box 1110
Seattle, Washington

RECEIVED
FEB 23 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
FEB 7 1962
FOR FILING

5440

February 7, 1962

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5840, awarded to R. E. Hall Const. Co., for grading-paving the Irrigon-Umatilla Section of the Columbia River Highway in Morrow-Umatilla Counties.

This contract was completed on December 1, 1961, and was accepted by the Highway Commission on January 19, 1962. An assignment to Clarence Braden for this payment has been presented to us, but has not been accepted as consent of the surety has not been clearly indicated.

Unless you request otherwise, final payment in the amount of $9,935.61 will be released to the contractor on or after February 14, 1962. The total contract amount is $335,105.07, of which amount $3,918.18 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: R. E. Hall Const. Co.,
1720 SW Goodwin Place
Pendleton, Oregon

RECEIVED
FEB 2 1962
FOR FILING
4840

February 1, 1962

R. E. Hall Construction Co.
39 S.E. Third Street
Pendleton, Oregon

Gentlemen:

Contracts Nos. 5840 and 6010

We have received from The Fireman's Fund Insurance Company your assignments of claim on the above contracts.

Your surety acknowledged receiving these assignments and stated, in part, as follows: "we respectively reserve all our rights, equities, and priorities, whether by agreement, subrogation, or common or statutory law, and do not waive any rights we may have to moneys due or to become due under this contract."

With respect to the assignment of highway contract money, the Oregon law provides as follows:

> "ORS 366.420. No assigament of funds earned under a contract for highway construction, improvement or maintenance shall be approved or recognized by the Commission which may in any way jeopardize the interests of persons furnishing labor or materials in connection with the performance of the contract or which may in any way impair the funds available for such purposes. Any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work have been paid shall be void as against the debts or claims incurred in connection with the performance of the work." (Emphasis supplied)

It appears to us that your surety would have a claim on the moneys you may earn on the contracts. They are, in fact, the guarantor of your work and are bound by their bond to see that the contract is performed and all claims paid; and, if not performed or paid, they are financially responsible to the Highway Commission.

We believe, therefore, that before we can honor your assignments under the above statute we should have a letter from your surety stating that they have no objections to us paying the sums covered to Mr. Braden.

NOTED ON CARD
dc

R. E. Hall Construction Co. February 1, 1962

We might also mention that many bond form applications or agreements provide that no assignment can be made without the consent of the surety.

We have also noticed that the assignments are in consideration of Mr. Braden having paid to you the full sums due on each of the contracts. This has raised the question as to whether or not you have assigned the contractual work to Mr. Braden. If there is such an assignment it would have to be approved by the Commission as well as agreed to by the surety.

In view of the above, our Legal Counsel is of the opinion that in order to properly protect the Commission we should have further information from you concerning the assignment as well as a statement from your surety consenting thereto before the assignment can be honored.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

cc: The Fireman's Fund Insurance Company
P. O. Box 1110
Seattle 11, Washington

R. L. Porter
L. I. Lindas - Attention: Frank McKinney

FCMcK:ks:jmc

The FUND
Insurance Companies

Pacific Northwest Branch

FIREMAN'S FUND INSURANCE COMPANY • HOME FIRE & MARINE INSURANCE COMPANY • NATIONAL SURETY CORPORATION

STUART BUILDING • SEATTLE 1, WASHINGTON • MAin 4-6900
MAIL ADDRESS: P. O. BOX 1110 • SEATTLE 11, WASHINGTON

January 10, 1962

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Re: Bond C-6066158 - R. E. HALL CONSTRUCTION CO.

Gentlemen:

This will acknowledge our receipt of Assignment of Claim to Clarence Braden of Walla Walla, Washington by R. E. Hall Construction Company for $9,935. for "All money due from Final Retained Percentage in connection with contract no. 5840 with the Oregon State Highway Commission for Grading and Paving Irrigan-Umatilla Section Columbia River Highway in Morrow & Umatilla Counties".

In making this acknowledgment, we respectively reserve all our rights, equities, and priorities, whether by agreement, subrogation, or common or statutory law, and do not waive any rights we may have to moneys due or to become due under this contract.

Sincerely yours,

Paul S. Magnuson

PAUL S. MAGNUSON, Superintendent
Bond and Burglary Department

PSM:js

RECEIVED
JAN 24 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 17 1962
FOR FILING

5840

D Cook

January 16, 1962

R. E. Hall Construction Co.
1720 S. W. Goodwin Place
Pendleton, Oregon

Gentlemen:

In your Contract Nos. 5840 and 5894, we note that the General Power of Attorney is provided to Mr. Cecil Hall by Ronald E. Hall. However, each of the contracts is signed by C. E. Hall. Will you please furnish us a plain statement that C. E. Hall and Cecil Hall is the same person?

In connection with the execution of your Contract No. 6010 which is now being checked by our Legal Division, we find that the same type of affidavit has been provided as for the other contracts. So that there may be no question concerning the legality of this contract, please provide us with a copy of Power of Attorney made to the same name in which the contract is signed, that is, C. E. Hall.

In the future if a Power of Attorney is provided for a contract, please be sure that the Power of Attorney is made to a person exactly the same way as that person signs the contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. George E. Rohde

FQ:fp

RECEIVED
DEC 20 1961
FOR FILING

E 840

December 19, 1961

Mr. Warne Munn
Executive Assistant
Executive Department
Capitol Building
Salem, Oregon

2171
2224

Dear Mr. Munn:

Since receiving your note and Mrs. Alley Anderson's letter of November 6, 1961, we asked our Division Engineer to make whatever reasonable adjustments he could on their service station approach. This has been done, and it is reported that Mr. Anderson is satisfied with the improvement.

It is hoped that this will settle the complaint. If you wish anything further, we shall be happy to respond. Your file is returned herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms

cc G. S. Paxson
R. L. Porter
Frank Morgan

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 6, 1961

SUBJECT: Alley Anderson Service Station
Irrigon-Umatilla Section
Contract No. 5840

To:

Mr. Tom Edwards
Construction Engineer
Salem

Reference is made to your letter of November 29, 1961 to Mr. Cooper concerning subject service station.

Mr. Smitton advises that the east approach to the Anderson Service Station has been lengthened by the addition of three lengths of concrete pipe for a total of nine feet, and sight posts have been placed in accordance with your sketch. He also advised that Mr. Anderson seemed very happy with the improvement. I trust that this will be all we hear from the Andersons.

A. F. Parson
Division Engineer

AFP:gb

cc L. C. Smitton

Porter: Is this pot still boiling?

CC Mr. Cooper

CONSTRUCTION DIVISION
RECEIVED
DEC 7 1961
NOTED-- CE ACE ACE DOE

FORM E-30 50M 8-61 34367

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 29, 1961

SUBJECT: Alley Anderson Service Station
Irrigon-Umatilla Section
Contract No. 5840

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Reference is made to Mr. Anderson's second letter to Governor Hatfield dated November 6, 1961. Mr. Anderson continues to request that we fill up the ditch in front of his service station and allow him the same approach he had prior to our construction here. For your information I enclose copies of sketch maps showing conditions before and after construction.

Please note that Mr. Anderson's problem results in part from the fact that his pump installation is located too close to the right of way line and too close to his easterly property line. The approaches we have provided are a considerable improvement over anything that was existing before. However, I delineate in yellow a slightly better turning radius on Mr. Anderson's easterly approach that we will build. I have also shown on the sketch map proposed sight posts to be built at the top of the cutbank.

As you are aware, this service station is of the rural type without any businesses in the vicinity. Development of a street section with curbs along here could not be justified. It certainly would help Mr. Anderson if he could fill in the ditch between the approaches. He could then utilize more of the right of way than he now uses to service long or wide vehicles.

I have checked with our Permit Department and they state that they occasionally do grant permits in a case such as this which allows an owner to use right of way in his business. They could issue a permit for Mr. Anderson to fill in the ditch after installing necessary complements fo the drainage. It would also be necessary for Mr. Anderson to construct a barrier such as a curb, fence or line of sight posts, which limits the approaches and the area between them to maximum standard widths, approximately what he has now. I believe that such a permit should stipulate that said barrier be constructed no close than 25 feet from the highway center line. This would give the user 3 feet of shy

distance beyond the edge of the shoulder.

Rough drafts of letters to the Governor and to Mr. Anderson are enclosed.

Tom Edwards
Construction Engineer

By

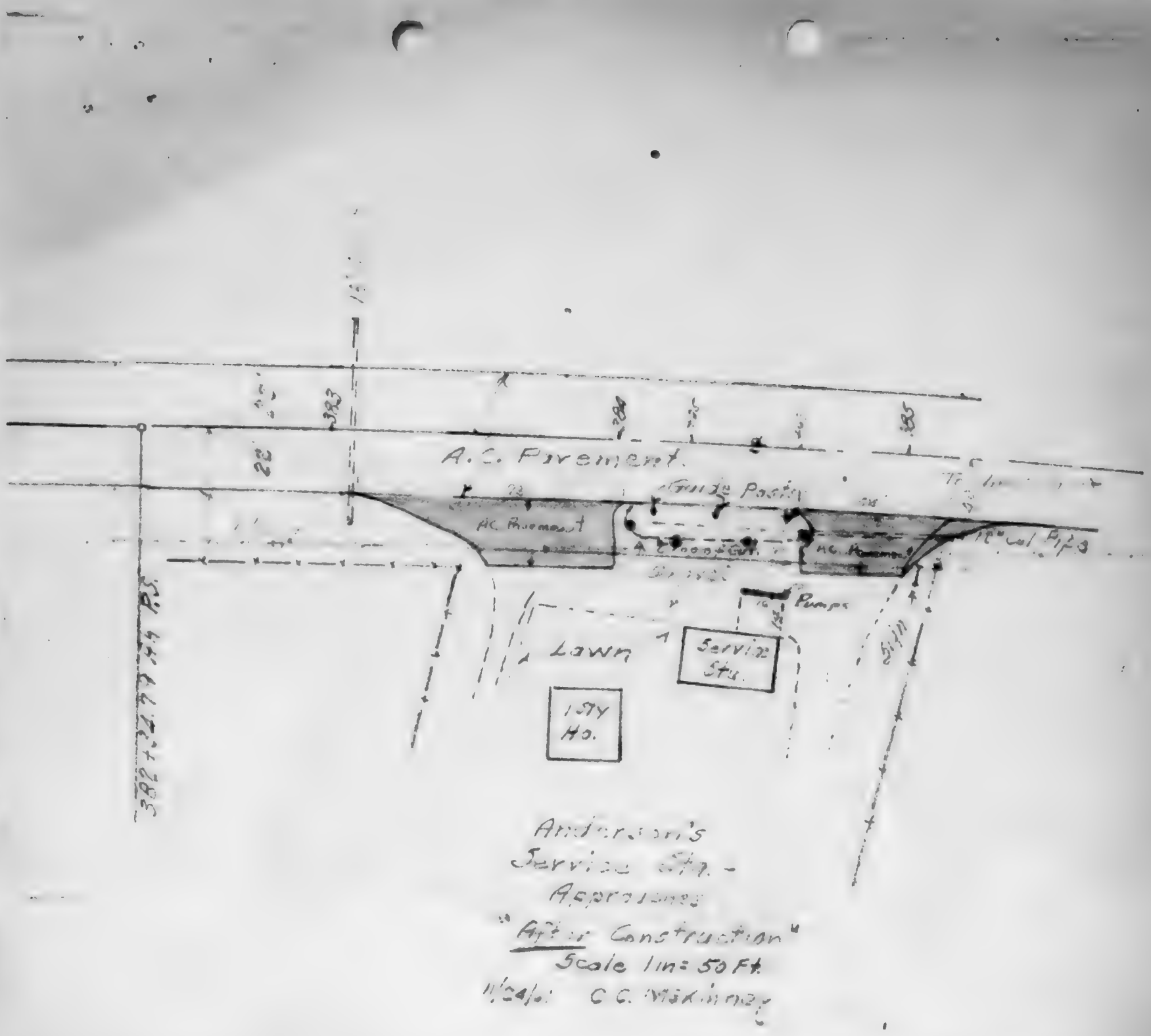
L. H. Young
Assistant Construction Engineer

FBK/LHY:fp

Enc.

cc A. F. Parson
R. B. Sipprell
L. C. Smitton

RECEIVED
1961
STATE HIGHWAY ENGINEER



- Present AC. Pavement
- Proposed Additional Const
- Proposed Sight Posts

"Prior to construction"

Salem, Oregon
November 29, 1961

E

Mrs. Alley Anderson
Route 2, Box 250C
Umatilla, Oregon

Dear Mrs. Anderson:

Since writing you on October 31, 1961, the State Highway Engineer has completed the items outlined in that letter. He reports that your approaches are amsple for easy ingress and egress for any size vehicle. However, it is thought that minor improvement can be made to your more easterly approach by an easing off of the radius for traffic headed toward Umatilla and the safety factor improved by installation of sight posts at the top of the highway cut slope.

The situation for actually servicing of vehicles might be improved if you were allowed to utilize more of the State-owned right of way than you are now using. In this connection, the highway department will go one step further and will issue you a permit to fill in the ditch between your pump and the highway provided that you install the necessary drainage facilities before doing the grading work. You will also be required to construct a barrier in the form of a fence, curb or posts which will confine ingress and egress to approximately the same limits which now exist.

Should you decide to proceed in this manner, you should contact Mr. L. C. Smitton, District Maintenance Superintendent, and make the necessary application. His address if P. O. Box 459, Pendleton.

Very truly yours,

FBK/LHY:fp

cc Tom Edwards
R. B. Sipprell
A. F. Parson
L. C. Smitton

Salem, Oregon
November 29, 1961

The Honorable Mark O. Hatfield
Governor
State of Oregon
Salem, Oregon

Dear Governor Hatfield:

Reference is once more made to the Alley Anderson service station fronting the Irrigon-Umatilla Section of the Columbia River Highway (U.S. 730) recently reconstructed. We have completed the items we outlined in our letter to you dated October 26, 1961.

Apparently Mr. Anderson is still displeased. He wants the ditch we constructed to confine his approaches to standard limits filled in. Please refer to the enclosed sketch maps which show "before and after conditions". On the "after conditions" sketch you will note in yellow some further work which I have instructed the field to construct. This consists of widening Mr. Anderson's most easterly approach to ease the turn for Umatilla-bound traffic and for the installation of sight posts at the top of the curbank.

Mr. Anderson's problem is partially created as a result of his pump island location. It is too close to the right of way line and too close to his easterly property line. Nevertheless, the approach installation is adequate for all vehicles and is the very best we can do in keeping with the needs of providing safety to the highway user. This is a rural type of service station with no other businesses close by. Providing for a street section through this section of highway with curbs cannot be justified.

However, Mr. Anderson's situation can be somewhat improved if we allow him to utilize more of our right of way for parking and

servicing vehicles than he is now using. If he desires, we will issue a permit allowing him to fill in the ditch after installing complements to the drainage situation. He would also be required under the terms of such a permit to erect a fence, curb or sight post installation which would physically define the approaches to maximum standard limits - approximately what he has now. The right to use this portion of the right of way would be revokable if the condition became hazardous or if we need the right of way at some future date.

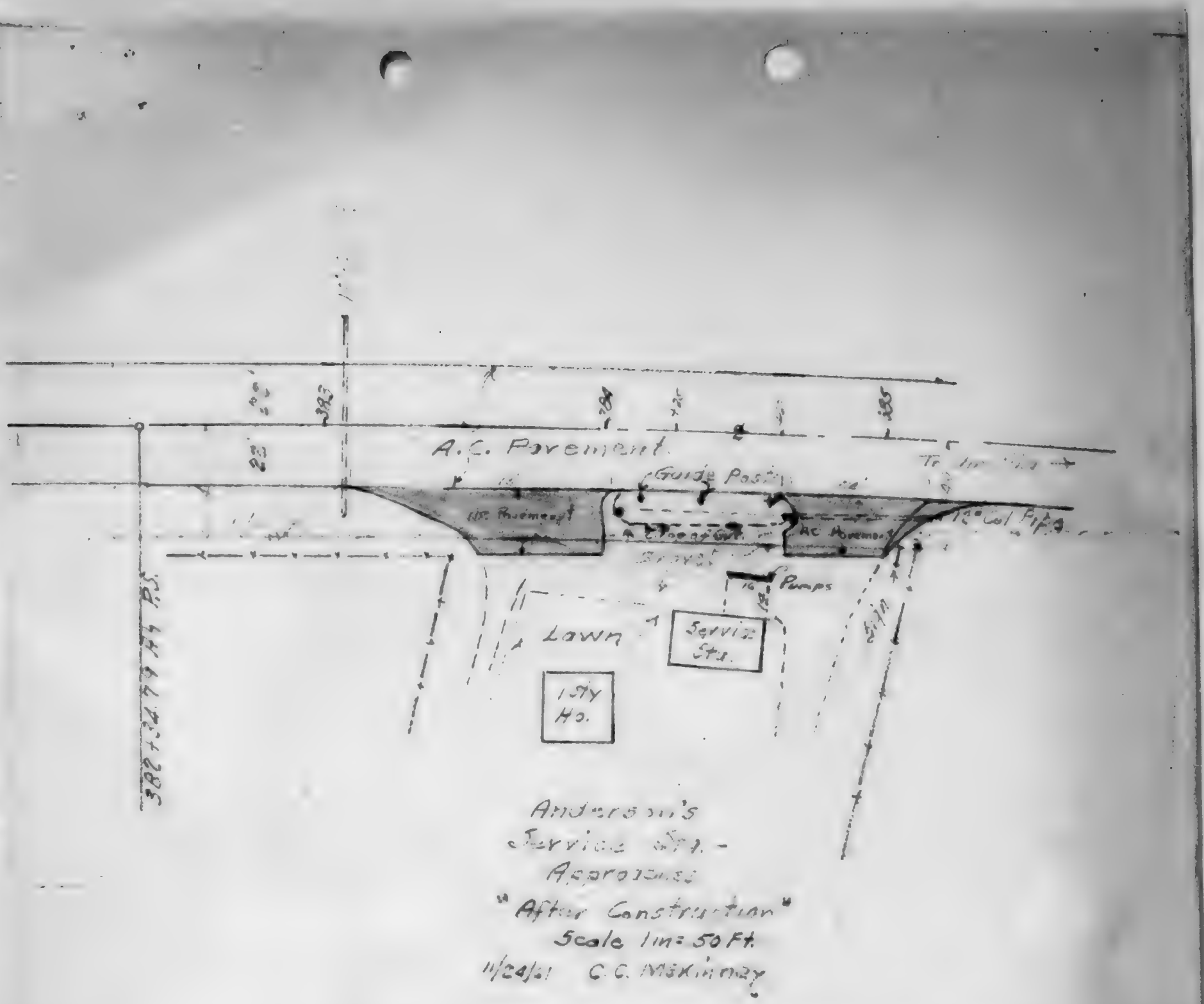
A rough draft of a letter to Mr. Anderson is enclosed.

Very truly yours,

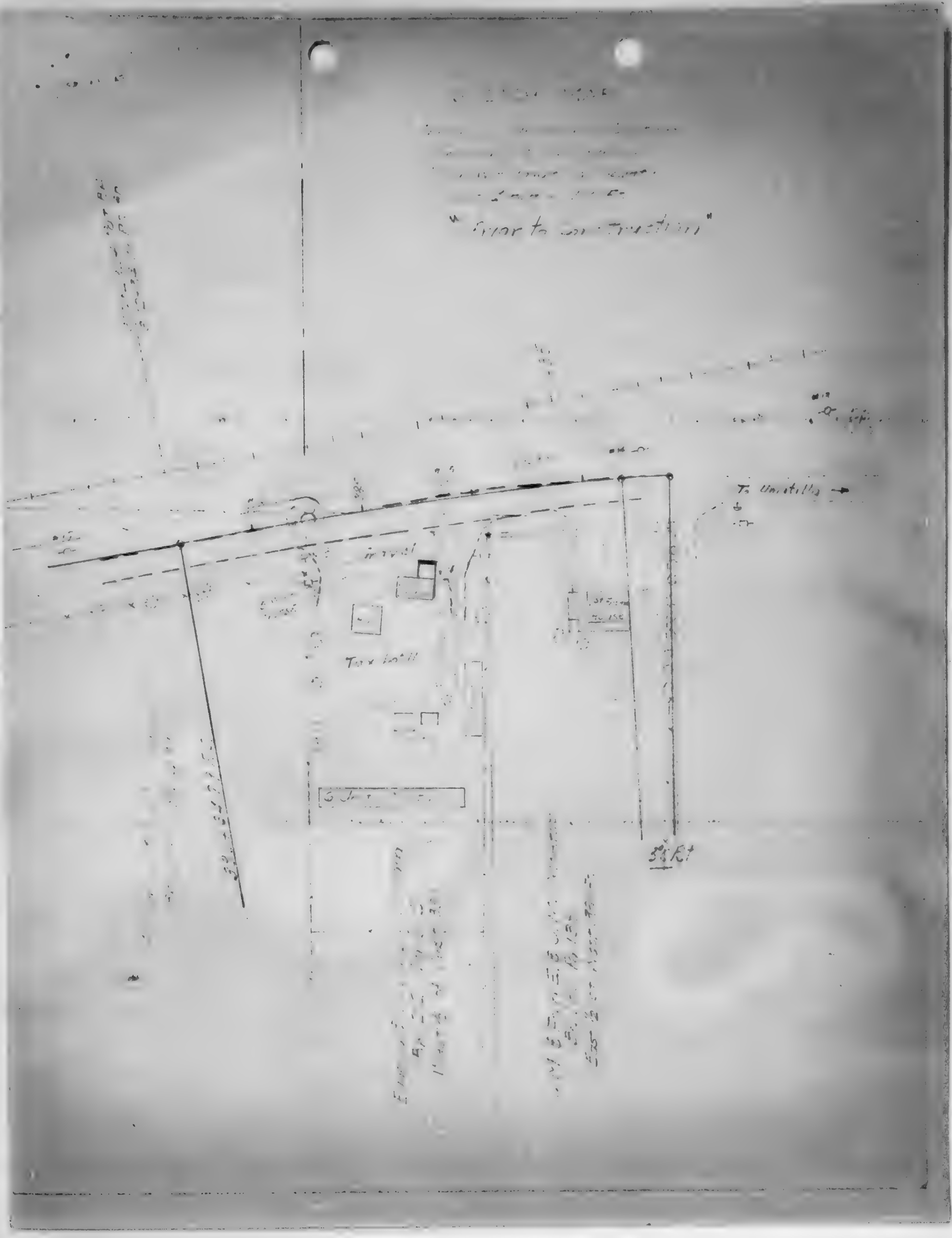
FBK/LHY:fp

Enc.

cc Tom Edwards
R. B. Sipprell
A. F. Parson
L. C. Smitton



- Present AC Pavement
- Proposed Additional Const
- Proposed Sight Posts



OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 7, 1961

SUBJECT: Anderson Service Station
Irrigon-Umatilla Section
Columbia River Highway

To:
Mr. F. B. Klaboe
Field Construction Engineer
Salem

Reference is made to the complaint of Mrs. Anderson regarding road approach to the Anderson service station on the subject section.

Resident Engineer McKinney advises in his letter of November 3, copy attached, that we have done some additional work for the benefit of the Andersons. We trust that there will be no more complaints in regard to this matter.

no luck

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj

CONSTRUCTION DIVISION
RECEIVED
NOV 9 1961
NOTED-- CE ACE ACE COE

cc Mr. Cooper

FORM B 36 BOM 8 61 84147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Hermiston Oregon
November 3, 1961

SUBJECT: Irrigon - Umatilla
Columbia River
Contract # 5840
Anderson Complaint

To: Mr. A. F.Parson,
Division Engineer
La Grande Oregon.

With regard to the above subject - " Anderson Service Station " - this is to report that the conduit, extention of approach radius, and installation of Guide posts between the approaches has been taken care of.

C.C. McKinney, Sr. Engr.

cc Jr. Engr.

October 26, 1961

Hon. Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Hatfield:

I have had the complaint of Mrs. Alley Anderson, Route 2, Box 250-C, Umatilla, Oregon, investigated. Mrs. Anderson makes five specific points in her letter, as follows:

1. New construction left a ditch between the station and the highway. This is correct. Ample approaches were provided, but steps were taken to prevent indiscriminate and uncontrolled ingress and egress in order to insure traffic safety. Additional safeguards will be placed at the depression to insure safety.

2. Mrs. Anderson charges there is no drain for the depression between the approaches. This is incorrect. Drains were provided.

3. Mrs. Anderson charges that they have pulled 25 cars out of this hole. Our field investigator checked with Mr. Anderson who stated he recalled only one car which he had to help out of the hole.

4. Mrs. Anderson alleges that an underground cable was destroyed. To the best of our knowledge, this is correct, although unknown to us until the investigation took place. This will be immediately replaced.

5. The fifth charge is to the effect that the new construction has ruined their business. The station was not operating for some time prior to the start of construction on this project, but it was opened soon after the reconstruction operation began. We have no further comment concerning this point.

We shall take immediate steps to:

(a) Improve the radii of the curves on the approaches to permit safe use by all types of vehicles.

(b) Install adequate traffic delineators to insure traffic safety.

(c) Replace the floodlight cable.

We attach a suggested reply to Mrs. Anderson's letter for your consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

TE:jw ms

Suggested Reply to:

Mrs. Alley Anderson
Route 2, Box 250-C
Umatilla, Oregon

Dear Mrs. Anderson:

In response to your letter of October 11, an investigation has been made of the approaches to your service station.

I am happy to report to you that the State Highway Engineer has promised that further improvement of the approaches will be immediately undertaken. The cable to your floodlights will be replaced.

Safety of the highway users requires dual approaches be physically separated to the end that accidents are reduced. However, I have been assured that proper steps will be taken to make the approaches to your station safe and ample in width for easy ingress and egress for any size vehicle; also, that safety installations to protect this traffic will be made.

FORM E-20 50M 9-61 84307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1961

SUBJECT: Irrigon-Umatilla Section
Contract No. 5840

To: Mr. Forrest Cooper
Deputy State Hig hway Engineer
B U I L D I N G

Reference is made to a letter from Mrs. Alley Anderson, Route 2, Box 250-C, Umatilla, Oregon to Governor Hatfield. In this letter Mrs. Anderson makes various complaints and allegations which, for purposes of clarity, I list below:

1. We put a ditch between the station and the highway. This is correct. You will recall that there are many gas stations, fruit stands, etc., along this route - all having wide, continuous approaches. We have used ditches, etc., to restrict users to legal dual approaches. We feel that we cannot make an exception here and fill in the ditch to make a continuous approach without giving all others along the route equal treatment.

2. There is no culvert in the hole. This is incorrect and the ditch is drained longitudinally. (See photograph enclosed.)

3. They have pulled 25 cars out of this hole. This is inaccurate. A check with Mr. Anderson resulted in him recalling only one car that he had to help out of the hole.

4. The contractor pulled out an underground cable. This is correct. We will install a new cable.

5. We have ruined their business. The station was not operating for some time prior to our beginning this project. However, they did begin operating soon after we began work on the job.

Nevertheless, the dual approach is not adequate for longer vehicles. We will take the following steps to improve the situation:

1. Construct and pave large enough radius curves to accommodate trucks at the road approach connection to the shoulder.

2. Install adequate traffic delineators to outline the ditch.

3. Replace floodlight cable.

A rough draft for Governor Hatfield is enclosed.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jw

Encl.

cc A.F. Parson

RECEIVED
OCT 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 19, 1961

Mrs. Alley Anderson
Route 2, Box 250-C
Umatilla, Oregon

Dear Mrs. Anderson:

Your October 11th letter concerning construction work on the Irrigon-Umatilla Section of the Columbia River Highway was referred to the State Highway Engineer for investigation.

He reports that further improvements to the approaches to your service station will be undertaken. The approaches will be widened sufficiently to allow trucks and trailers to enter and leave. Traffic delineators are to be installed along the shoulder line throughout the project when the paving and the other construction work has been completed. This delineation is a standard installation on all new highways. The floodlight cable will be replaced.

We cannot, however, fill in the ditch constructed between your dual approaches. The established policy throughout the State on all dual approaches is that they must be physically separated. This policy was adopted as a safeguard to the road-user after long study of the hazards inherent to uncontrolled access. It is implemented on all new highway construction projects throughout the State.

The construction of a highway facility invariably imposes hardships on both the road-user and adjacent land

owners. If you will kindly bear with us a short while longer, we will have completed the work and provided a far better road for the use of the public.

Very truly yours,

cc Tom Edwards
A. F. Parson

FBK:jw

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 15, 1961

Section Irrigon - Umatilla

Highway Columbia River County Morrow - Umatilla

Contractor R. E. Hall Construction Co.

Date of contract Feb. 23, 1961

Date work started Feb. 27, 1961

Project authorization $385,263.43

Exclusive of engineering $353,758.27

Kind of work Grading and Paving

Section prefix 25-1033

Contract number 5840

Specified work days 115 beginning March 1, 1961

Work days used 147

Per cent of time elapsed 127.8 %

Estimated cost of completed project, exclusive of engineering $346,256.20

Estimated per cent overrun or underrun -%

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 31,505.16

Engineering cost to date $ 38,281.67, 121.5 %

Date project was completed December 1, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi Final Estimate was forwarded to Division Office on Thursday, December 14.

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 18 1961
NOTED
COE

Signed [signature]

Address P. O. Box 755, Hermiston, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	BITUMINOUS MACADAM (Binder)	PAVING
Miles in project	5.44	5.44		5.44	5.44
Miles partially completed	5.44	5.44		5.44	5.44
Miles completed	5.44	5.44		5.44	5.44
Total estimated quantities (contract) Gen. Exc.	105,000 cy				
Borrow	0	101,700 T		94 T	22,200 T
Total quantities corrected to date Gen. Exc.	99,433.9 cy				
Borrow	16,084.8 cy	102,706.97 T		102.88 T	21,556.02 T
Estimated quantities moved or placed to date	115,518.7 cy	102,706.97 T		102.88 T	21,556.02 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy-Snow		
Thursday	Cloudy-Snow		
Friday	Cloudy		
Saturday			

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DEC 8 1961
FOR FILING

5840

December 6, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 1, 1961, on Contract No. 5840, Irrigon-Umatilla Section, in Morrow and Umatilla Counties, in connection with Federal Aid Project No. F-145(11).

Very truly yours,

Forrest Cooper
Acting Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

cc: H. S. Cox

11/15/61

DUTCH:

Attached is our file on Mrs. Alley Anderson. Could you please draft something for us to use in writing to her again.

Thank you

WARNE

RECEIVED
NOV 16 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Orig & 2c

file when closed
picture and
orig letter & copies
to Don Watts
Grant

Nov 6 - 1961

Governor Mark Hatfield

Dear Sir:

Receive your letter and Thank you.

Yes they Come and and put the floodlights back.

And as for as the approaches they are fund for the drive way in to the back of the property. But what we would like done is to get that hole in front of the station fill in.

They have put three post on the out side for the high way that post be all right.

But as for as that hole

there is no drainage for
that hole to be there.
You see are station is
so close to the highway
that when big tractor comes
in they can not get out
without going in the hole
And are business has been
stop all summer.
And if there is any way
that hole could be fill
even the man that put in
the floodlights in said
the hole should be fill
in.

Thanking you again.
Mrs Allen Anderson.
R. #2 Box 250 C
Umatilla Ore.

October 21, 1961

Mrs. Alley Anderson
Route 2, Box 250C
Umatilla, Oregon

Dear Mrs. Anderson:

Upon receipt of your letter of October 11, I asked for an investigation of the approaches to your service station.

I am happy to report to you that the State Highway Engineer has promised that further improvement of the approaches will be immediately undertaken. The cable to your floodlights will be replaced.

Safety of the highway users requires dual approaches be physically separated to the end that accidents are reduced. However, I have been assured that proper steps will be taken to make the approaches to your station safe and ample in width for easy ingress and egress for any size vehicle; also, that safety installations to protect this traffic will be made.

Thank you very much for bringing this matter to my attention.

Sincerely yours,

Governor

MMnj

W
Harvey Anderson

Oct 11- 1961

Governor of Oregon.
Dear Mr Hatfield

I am coming to you with my troubles. We have called Salem they have come out and made promises, but that is all.

They have fix Highway 730 in front of are home & state sure they when they started I don't know what we have on. befor the highway was stright across, but now they put a big ditch in front of are station. they say it for a drain, but there is no ~~culvert~~ culvert in the hole.

But on both sides of ane
diver way they have a drain
on one by ane diver way they
have culverts

So for my husband have pull
25 cars out of the hole they come
off the highway right in the hole.
They come in the diver way
and pull out ane under ground
cable for ane flood lights
and have never put that back.

My husband has talk to the
engineers of the highway but
he just laughs at him.

My husband ask him how a
that or trailer could get in
the diver way, he told my
husband there was other
station up town if they want

gas. befor that started on the highway we had a good bussines. He could make the payment on are place & pay are bills. I have not make a payment here since July.

My husband has Arthritis and I am under Dr care with my back I got hurt at work 1957. So this is all we have to make a living with. I suppose we could quit it all up & go on relief. But we don't feel like living that way as long as we can we would like to take care of ourself.

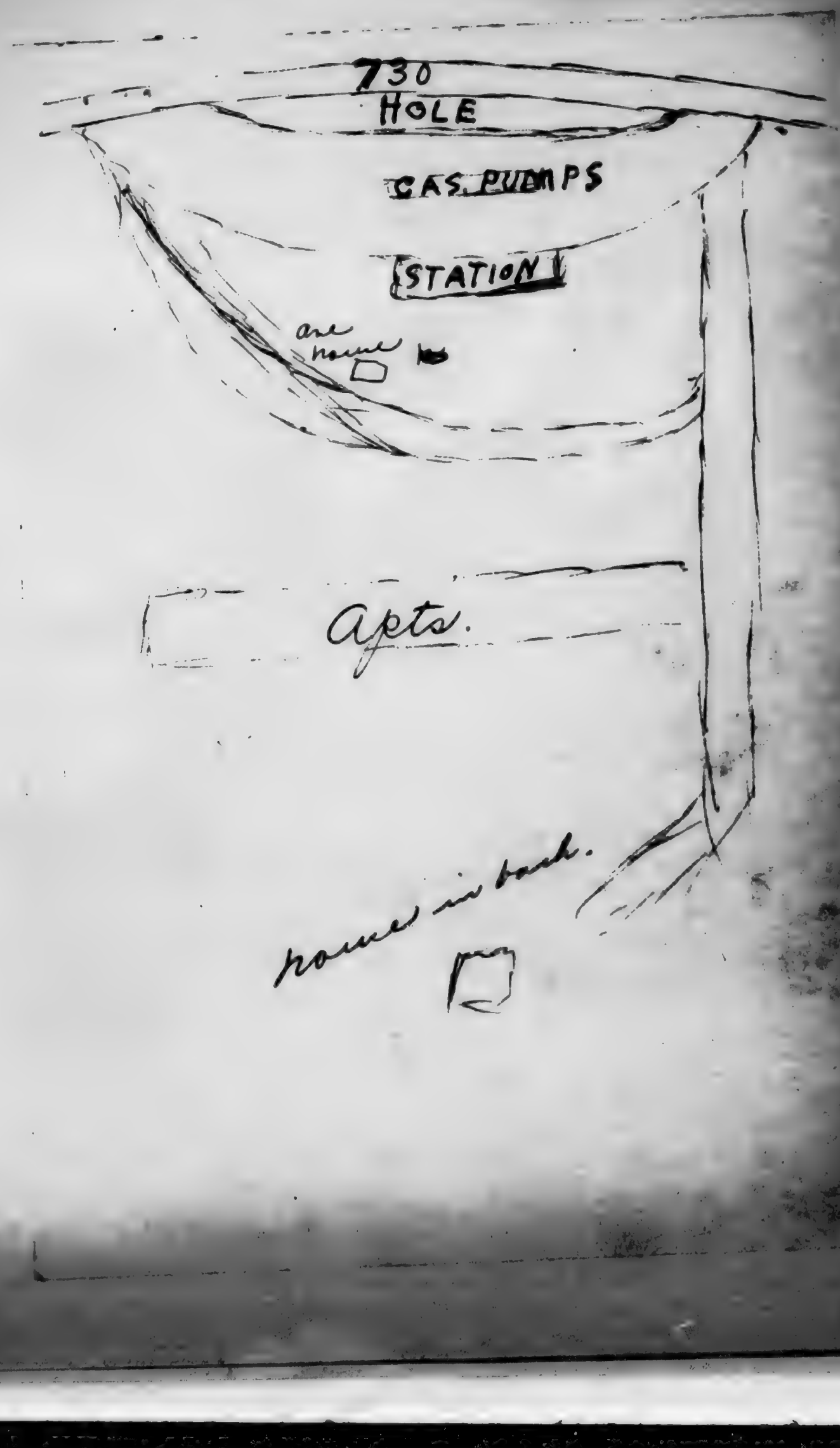
I can send you a statement from are gas man to let you know how much gas we sold befor & now last week

are income was $1250 ... I am sending you a picture of the front of the place so you can see just the way there left it.

The driveway are O.K for the use of the Fedg but for the station and that hole there is there is to much danger the only thing we can service is cars. He would like to get it all fill in just the way it was

Thank you.

Mrs Albey Anderson.
RH 2 Box 250 C
Umatilla
Ore.


730
HOLE
GAS. PUMPS
STATION
are
apts.
houses in back.

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SEP 21 1961
FOR FILING

Salem, Oregon
September 20, 1961

Mr. C. C. McKinney
Resident Highway Engineer
P.O. Box 755
Hermiston, Oregon

Increase in Project Authorization
Irrigon-Umatilla Section
Morrow-Umatilla County
Contract No. 5840

This is to advise you that at its meeting on September 15, 1961, the State Highway Commission approved an increase of $23,784.71 in project authorization for the subject project.

The new authorization for construction is $385,263.52. This amount should be used in all future reports for this project.

R. L. Porter
Office Engineer

cc: A. F. Parsen

DBP:hm

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SEP 22 1961
FORM G-60X VOR 7-60 20366

FOR FILING
E-141 (21)
5840

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1961

To: Mr. Earl Saling
Right of Way Manager
Office

SUBJECT: File 31594
Union Pacific Agreement
Irrigon-Umatilla Section
Columbia River Highway

Herewith I hand you fully executed copy of agreement between Union Pacific Railroad Co. and the State relative to the above-titled matter.

As a general rule Union Pacific construction agreements and easements will not be recorded. After you have processed, please forward the document to the Secretary's office for filing.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: G. S. Paxson
L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
SEP 20 1961
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1961
FOR FILING

5840

August 23, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization for Contract No. 1840, the Irrigon-Umatilla grading and paving project on the Columbia River Highway in Morrow and Umatilla Counties, is anticipated. A. E. Hall Construction Company of Pendleton is the contractor.

The original project authorization was $361,478.82. The present estimated cost is $385,263.53, showing an overrun of $23,784.71, or 6.58 per cent.

The overrun is primarily caused by a need for additional sprinkling water for dust control. The construction was done under traffic through a congested area, which required careful control of the dust. Also, a grade change made for the purpose of improving drainage required that considerable borrow be made.

This request for an additional project authorization will be presented to you at the September 15 meeting, and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

CHB:fp me

cc Tom Edwards
R. L. Porter
C. H. Maison

FORM E-30 80M 8-61 94897

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1961

SUBJECT: Overrun of Project Authorization
Irrigon-Umatilla Section
Columbia River Highway
Contract No. 5840

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Attached is a Report on Expected Overrun of Project Authorization on Contract No. 5840, the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties. This project is under contract to R. E. Hall Company of Pendleton. The original project authorization was $361,478.81. The present anticipated cost is $385,263.52, indicating an overrun of $23,784.71 or 6.58 per cent. The major reasons for the overrun are enumerated below:

1. A much larger quantity of water was used than had been provided for in the contract. The additional water, which amounted to an overrun of $15,040.00, was needed principally for dust alleviation. The project was worked under traffic in a congested area, and the season was extremely dry.

2. Considerable borrow material was required to make a grade change for the purpose of improving drainage. This required borrow in the amount of $5,307.72.

It is therefore recommended that the project authorization be increased by $23,784.71 to a total of $385,263.52.

A rough draft of a letter to the Commission is attached.

Tom Edwards
Construction Engineer

By B. B. Klaboe
B. B. Klaboe
Field Construction Engineer

CHB:fp
Enc.

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AUG 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1961
FOR FILING

5840

August 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of easement and construction agreement with the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, lessee, covering construction of the Irrigon-Umatilla Section, Project No. F-145(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bm

RECEIVED
AUG 9 1961
FORM E-30 50M 8-61 24681
FOR FILING

5842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1961

SUBJECT: File 31594 - U.P.RR.Co.
Irrigon-Umatilla Section
Columbia River Highway
Morrow County

To: Mr. G. S. Paxson
Asst. State Highway Engineer
O f f i c e

Herewith I hand you conformed copy of easement and construction agreement with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, covering the above-titled matter.

Distribution of copies of the instrument has been made as indicated below.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
encl.

cc: Ivan Merchant
Tom Edwards
I. A. DeFrance
A. F. Parson
J. W. Nash
C. H. Maison

RECEIVED
AUG 8 1961
STATE HIGHWAY ENGINEER

File 31594

THIS SUPPLEMENTAL AGREEMENT made this 10th day of March 1961, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part; the STATE OF OREGON, by and through its State Highway Commission (hereinafter called "State"), party of the second part, and the COUNTY OF MORROW, a county of the State of Oregon (hereinafter called "County"), party of the third part.

W I T N E S S E T H:

RECITALS:

1. By agreement between said Oregon-Washington Railroad & Navigation Company, the Director General of Railroads, The Western Union Telegraph Company, the State and the County, dated March 1, 1919, the State was granted the right to construct and maintain highway on property of said railroad company in Morrow County, Oregon, therein described as Parcels Nos. 1 to 12, both inclusive.

2. The State is improving and reconstructing the said state highway, which is now designated U.S. Highway No. 730 (hereinafter called "highway") between Boardman and Umatilla, Oregon. Said highway and slopes thereof will encroach upon the right of way of the Railroads' Umatilla Branch line.

3. The State intends to finance said project with federal funds under the Federal-Aid Highway Act (hereinafter called "Federal Act") and rules and regulations promulgated by federal authority thereunder (hereinafter collectively called "Federal Regulations").

4. The State has requested the Railroads to grant easement for said encroachments in the locations hereinafter described, and the Railroads are willing to grant such easement upon and subject to the terms, provisions and conditions hereinafter stated. This agreement is made pursuant to ORS § 366.335 for the purpose of granting to the State the easement hereinafter described and for the purpose of providing for the construction and maintenance of said highway and related matters.

5. The County joins in the execution of this agreement solely for the purposes hereinafter stated.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENT GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, exceptions and reservations contained and referred to in this supplemental agreement, an easement:

First. To construct and thereafter maintain, repair, renew and use said highway as a state public highway on those portions of the Railroads' property in the County of Morrow, State of Oregon, described as Parcels Nos. 1 to 3, both inclusive, in Schedule 1, consisting of six (6) pages, hereto attached and by this reference made a part of this agreement. Said Parcels Nos. 1 to 3, inclusive, are represented by yellow color on Drawing No. 81476 dated Jan. 17, 1961, hereto attached, marked "Exhibit A" and by this reference made part of this agreement.

Second. To construct and thereafter maintain, repair, renew and use slopes of said highway on those portions of the Railroads' property in the County of Morrow, State of Oregon, described as Parcels A to D, both inclusive, in said Schedule 1, which parcels are represented by green color on said map Exhibit A.

(b) The Railroads grant the State only an easement for the purposes aforesaid and no other or greater estate. Said easement is granted only in so far as the Railroads lawfully may grant the same, and the Railroads make no covenant or warranty to the State. Said easement includes only the Railroads' property described in said Schedule 1 and no other property, and the State shall not encroach upon, occupy or use any other property of the Railroads.

(c) The State's right to use the railroad property described in said Schedule 1 is limited strictly to the purposes described in this agreement; and the State shall not use or permit use of said property or any part thereof for any other purposes, except use by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof. Without limiting the foregoing, the State shall not use or permit use of said property or any part thereof (except by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof) for railroad purposes, or for gas, oil or gasoline pipe lines. Any lines constructed on the Railroads' property by or under authority of the State for the purpose of conveying electric power shall be constructed in accordance with specifications and requirements of the Railroads, and in such manner as not adversely to affect communication or signal lines of the Railroads or their licensees now or hereafter located upon said property. No non-party shall be admitted by the State to use or occupy any part

of the Railroads' property without the Railroads' consent, nor unless such non-party shall make a satisfactory written agreement with the Railroads therefor. Nothing herein shall obligate the Railroads to give such consent.

(d) The easement hereby granted is subject to any and all encumbrances and rights (whether public or private), irrespective of whether or not they are recorded, existing at the time of granting said easement, and also to any and all extensions and renewals of said existing encumbrances and rights. The State shall not damage, destroy or interfere with the property or rights of non-parties in, upon or relating to the railroad property described in Schedule 1, unless the State at its own expense settles with and obtains release from such non-party or parties on mutually satisfactory terms.

(e) The Railroads' property described in Schedule 1 shall be used by the State only for the purposes aforesaid and not otherwise, and if at any time said property of the Railroads, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easement hereby granted as to such property or parts thereof shall cease and terminate.

(f) The Railroads reserve the right to use said railroad property for any and all purposes not inconsistent with the easement hereby granted, including, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing tracks, facilities and appurtenances and additional tracks, facilities and appurtenances, located or to be located either wholly or partly within said property; in such manner, however, as not to damage the highway facilities located on said property. Without limiting the foregoing, the Railroads reserve the right at any time to construct, maintain and operate spur tracks across the highway and pole and wire lines for communication and signal purposes, upon and along the highway, within the property described in Schedule 1. This reservation shall not include construction of spur tracks longitudinally along the highway. Such spur tracks, pole and wire lines shall not interfere with public use of the highway.

(g) The State will assume, bear and pay all taxes and assessments of whatsoever kind or nature (whether general, local or special) levied or assessed upon or against the railroad property described in said Schedule 1, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

(h) If any property or rights other than the easement hereby granted is necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work contemplated by this agreement, the State will acquire all such other property and rights at its own expense and without expense to the Railroads.

Section 2. CONSTRUCTION WORK.

(a) The State at its own expense will apply for and obtain all public authority required by law, ordinance, rule or regulation, for the project contemplated by this agreement and each and every part thereof, and will furnish the Railroads upon request with satisfactory evidence that such authority has been obtained.

(b) The State, at its own expense and without expense to the Railroads, will furnish all labor, material and equipment necessary for and shall and will construct and complete the said highway and all appurtenances thereof, including necessary drainage facilities, and also including necessary and proper metal guard rails or barriers between the highway and the Railroads' tracks, which guard rails or barriers shall be of suitable design and size adequate to confine highway traffic. The State, without expense to the Railroads, shall relocate and reconstruct to the Railroads' satisfaction, the Railroads' right-of-way fences.

(c) All construction work of the State shall be performed diligently and completed within a reasonable time and in any event within two (2) years from the effective date of this agreement, unless completion within said period is prevented by causes beyond control of the State. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify. It is understood that the Railroads' tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work, and that movement or stoppage of trains, engines or cars may cause delays in the work of the State and its contractors. The State, for itself and its contractors, hereby assumes the risk of any and all such delays and agrees that no claims for damage shall be made against the Railroads because thereof.

(d) The Railroads may make any and all changes, alterations or relocations, whether temporary or permanent, which in their judgment may be or become necessary because of the said construction work of the State, and the State will reimburse the the Railroads for the expense of so doing as hereinafter provided.

(e) The Railroads at the expense of the State (for which expense the State will reimburse the Railroads as hereinafter provided) shall and will perform the following work and furnish the labor, material and equipment necessary therefor:

> Provide such engineering, inspection, flagman and watchman service as in the judgment of the Railroads may be necessary for protection of the Railroads' property and operations.

Attached hereto, marked "Exhibit B" and by this reference made part of this agreement, is an estimate of the cost of the work to be performed by the Railroads at the expense of the State as described in this paragraph.

(f) The State will reimburse the Railroads for the expense of performing the work described and mentioned in paragraphs (d) and (e) of this section, in accordance with and to the extent permitted by Policy and Procedure Memorandum 30-3 of the United States Bureau of Public Roads dated August 15, 1955, and any amendments thereof and supplements thereto. Bills for such reimbursement shall be paid in the manner and at the time provided therein.

Section 3. MAINTENANCE. The State at its own expense shall and will at all times keep and maintain the highway and all appurtenances thereof (including, but not by way of limitation, drainage facilities) in good condition and repair so as not to jeopardize or interfere with railroad facilities or operations.

Section 4. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of utmost importance, and in order that same may be adequately safeguarded, protected and assured and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) The State shall not do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroads' tracks or facilities or any communication or signal lines or appurtenances of any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroads or of others lawfully using or occupying railroad property or facilities, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such others may be responsible, or to property of the Railroads or such others.

(c) If at any time the State Highway Engineer of Oregon and the Chief Engineer of the Railroads or their respective representatives shall be of the opinion that any work of the State is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroads (whether or not described in this agreement) in connection with or as a result of the project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroads' property by the State at its own expense or by the Railroads at the expense of the State, and any damage caused thereby shall be promptly restored and repaired by the State at its own expense, or by the Railroads at the expense of the State.

(e) The State shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State uses any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks, the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed, nor obstruct or interfere with the drainage ditches, drainage facilities or water facilities of the Railroads.

(g) If the State shall excavate from existing slopes adjacent to the tracks of the Railroads or create new slopes in the performance of any work contemplated hereby, the State shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, at its own expense, shall provide and maintain suitable facilities for draining the highway and appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroads. The State at its own expense shall provide adequate passageway for the waters of any streams, bodies of water and drainage facilities (either natural or artifial, and including water from railroad culverts and drainage facilities), so that said waters may not because of any facilities or work of the State be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroads or any part thereof, or property of others.

(i) Before commencing any construction or other substantial work contemplated by this agreement, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during progress of the work.

(j) The State shall not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the tracks or facilities of the Railroads.

(k) The State at its own expense shall and will install and maintain adequate shoring and cribbing for all excavation and/or trenching performed by it in connection with construction, maintenance or other work of any kind contemplated by this agreement. Said shoring and cribbing shall be constructed and maintained with such materials and in such manner as to withstand all stresses likely to be encountered, including but not by way of limitation, any stresses resulting from vibration caused by railroad operations at or in the vicinity of such work; and such shoring and cribbing shall be installed and maintained in a manner satisfactory to the Chief Engineer of the Railroads or his authorized representative.

(l) All references in this section to the State and its work shall include besides the State, its contractors, subcontractors, officers, agents and employees, and others acting under its or their authority.

Section 5. INJURY AND DAMAGE. If the State or its contractors, subcontractors, officers, agents or employees, or others acting under its or their authority, shall in the performance of any work contemplated by this agreement injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying or using the property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 5. INSURANCE.

(a) Before work is commenced on the project, the State without expense to the Railroads shall furnish and deliver to the Railroads, or shall require each of its contractors to furnish and deliver to the Railroads, a public liability and property damage insurance policy or policies in favor of the Railroads; and the State without expense to the Railroads, at all times during the progress of and until final completion of the project, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect.

(b) Said public liability insurance shall provide for a maximum limit of not less than Two Hundred Fifty Thousand Dollars ($250,000) for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total maximum limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a maximum limit of not less than Two Hundred Fifty Thousand Dollars ($250,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit, a total (or aggregate) maximum limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads as well as other persons, and the term "property" as herein used shall include as well as other property, property owned by and property in the care, custody or control of the Railroads.

(d) Each such insurance policy shall be issued by a reliable insurer authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(e) Each such policy or policies shall conform substantially with the Public Liability and Property Damage Policy provided for in U.S. Bureau of Public Roads Memorandum No. 20-12 dated March 5, 1959. Each such policy or policies shall cover all work to be performed and all operations to be conducted under this agreement.

Section 6. DEFAULT. If the State shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroads in addition to any other rights and remedies they may have, may perform any work which in the judgment of the Railroads is necessary to place said highway, slopes and appurtenances in such condition as will not menace, endanger or interfere with railroad facilities or operations or jeopardize railroad passengers or employees; and the State will reimburse the Railroads for the expense thereof.

Section 7. NO PERSONAL LIABILITY. Nothing contained in this agreement shall impose any personal financial responsiblity upon any member of the Oregon State Highway Commission, or upon said Commission's officers, agents or employees, nor relieve any of them from any obligations for which they would otherwise be liable.

Section 8. CONTRACT DATED MARCH 1, 1919.

(a) The agreement dated March 1, 1919 (hereinbefore referred to and identified by recital), as hereby amended and supplemented, shall be and remain in full force and effect. Nothing in this supplemental agreement contained shall operate or be construed as releasing or discharging the State or County from any of the obligations of said agreement dated March 1, 1919. The obligations of the State under this supplemental agreement are in addition to and not in lieu of the obligations of the State and County and each of them, under said agreement.

(b) The State and County each hereby relinquishes to the Railroads those portions of the easements granted in and by said agreement dated March 1, 1919, to-wit:

> The easement on all that portion of Parcel No. 11 described in said agreement dated March 1, 1919, which lies within the boundaries of Parcel No. 1 described in Schedule 1 attached to this supplemental agreement; and
>
> The easement on all that portion of Parcel No. 12 described in said agreement dated March 1, 1919, which lies within the boundaries of Parcel No. 3 described in Schedule 1 attached to this supplemental agreement.

Section 9. EFFECTIVE DATE. This supplemental agreement shall become effective as of the 10th day of March 1961.

Section 10. SUCCESSORS AND ASSIGNS. This supplemental agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties have executed this supplemental agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

Attest:

/s/ L. J. Bachman
Assistant Secretary

By /s/ A. E. Stoddard
President

APPROVED:

/s/ G. S. Paxson
Asst. State Highway Engineer

STATE OF OREGON, by and through its State Highway Commission

By /s/ M. K. McIver
As Chairman

By /s/ K. N. Fridley
As Commissioner

By /s/ Glenn L. Jackson
As Commissioner

APPROVED AS TO FORM:

/s/ L. I. Lindas
Chief Counsel

Glen V. Sorensen /s/
~~Assistant Counsel~~
Staff Attorney

ATTEST:

/s/ Floyd Query
Secretary

COUNTY OF MORROW

By /s/ Oscar E. Peterson
County Judge

/s/ E. O. Ferguson
Commissioner

/s/ Milton Bryce
Commissioner

Attest:

/s/ Sadie Parrish
County Clerk

Constituting the County Court of Morrow County

S C H E D U L E 1

Descriptions of right of way over which easements are to be granted to State of Oregon for Highway U.S. 730.

HIGHWAY EASEMENTS

PARCEL NO. 1

A strip of land 20 feet wide situate in the SE¼ SE¼ of Section 24, Township 5 North, Range 26 East and in Government Lot 5 of Section 19, Township 5 North, Range 27 East of the Willamette Meridian, in Morrow County, Oregon, lying between lines parallel with and 80 feet and 100 feet distant southeasterly, measured at right angles and/or radially, from the center line of the main track of the Umatilla Branch of the Oregon-Washington Railroad & Navigation Company as now constructed and operated, and extending northeasterly from a straight line drawn radially to said center line of main track at Railroad Survey Station 4178+00 which is a point thereon that is 559.7 feet, more or less, distant westerly from the east line of said Section 24, measured along said center line of main track, to the easterly line of the depot grounds heretofore conveyed by Daniel and Hannah Chaplin to the Oregon Railway and Navigation Company by Warranty Deed dated May 10, 1884 and recorded in Book "K", pages 649 and 650 of the Deed Records of Umatilla County, property now in Morrow County.

PARCEL NO. 2

A strip of land 30 feet wide situate in the SW¼ SE¼ of Section 19, Township 5 North, Range 27 East of the Willamette Meridian, in Morrow County, Oregon, lying between lines parallel with and 70 feet and 100 feet distant southeasterly, measured at right angles, from said center line of main track, and extending northeasterly from the west line to the north line of said SW¼SE¼ of Section 19.

PARCEL NO. 3

An irregular strip of land situate in and being all those portions of Section 20 and the N½ of Section 21, Township 5 North, Range 27 East of the Willamette Meridian in Morrow County, Oregon, the NW¼ of Section 22, the S½ of

Sections 15, 14 and 13, Township 5 North, Range 27 East and Section 18, Township 5 North, Range 28 East of the Willamette Meridian in Umatilla County, Oregon, bounded and described as follows:

Beginning at a point in the west line of said Section 20, Township 5 North, Range 27 East that is 80 feet distant southeasterly, measured at right angles, from said center line of main track;

thence northeasterly along a straight line parallel with and 80 feet distant southeasterly, measured at right angles from said center line of main track to a point opposite Railroad Survey Station 4256+00;

thence northwesterly at right angles a distance of 40 feet;

thence northeasterly along a line parallel with and 40 feet distant southeasterly, measured at right angles and/or radially, from said center line of main track, to a point opposite Railroad Survey Station 4233+00 which station is a point in said center line that is 2376.1 feet distant southwesterly from the east line of said Section 18, Township 5 North, Range 28 East, measured along said center line of main track;

thence southeasterly at right angles to said center line of main track a distance of 10 feet;

thence southwesterly along a straight line parallel with and 50 feet distant southeasterly, measured at right angles, from said center line of main track, to a point in the west line of said Section 18;

thence south along said west line of Section 18 to a point 100 feet distant southeasterly, measured at right angles, from said center line of main track;

thence southwesterly along a line parallel with and 100 feet distant southeasterly, measured at right angles and/or radially, from said center line of main track, to a point in the west line of said Section 20, Township 5 North, Range 27 East;

thence north along said west line of Section 20 to the point of beginning.

The above parcels are shown in yellow color on C.E. Drawing No. 81476, dated January 17, 1961, marked Exhibit "A", attached hereto and made a part hereof.

SLOPE EASEMENTS

PARCEL A

A strip of land 10 feet wide situate in the SE¼SE¼ of Section 24, Township 5 North, Range 26 East and in Government Lot 5 of Section 19, Township 5 North, Range 27 East of the Willamette Meridian, in Morrow County, Oregon, lying between lines parallel with and 70 feet and 80 feet distant southeasterly, measured at right angles and/or radially, from said center line of main track, and extending easterly from a straight line drawn radially to said center line of main track at said Railroad Survey Station 4178+00, to the easterly line of depot grounds conveyed by said deed dated May 10, 1884.

PARCEL B

A strip of land 10 feet wide situate in the SW¼SE¼ of Section 19, Township 5 North, Range 27 East of the Willamette Meridian, in Morrow County, Oregon, lying between lines parallel with and 60 feet and 70 feet distant southeasterly, measured at right angles, from said center line of main track, and extending northeasterly from the west line to the north line of said SW¼SE¼ of Section 19.

PARCEL C

A strip of land 30 feet wide situate in the N½SW¼ of Section 20, Township 5 North, Range 27 East of the Willamette Meridian, in Morrow County, Oregon, lying between lines parallel with and 50 feet and 80 feet distant southeasterly, measured at right angles from said center line of main track and extending northeasterly from the west line of said Section 20 to a straight line drawn at right angles to said center line of main track at Railroad Survey Station 4256+00.

PARCEL D

An irregular strip of land situate in and being all of those portions of Section 20 and the N½ of Section 21, Township 5 North, Range 27 East of the Willamette Meridian, in Morrow County, Oregon, the NW¼ of Section 22, the S½ of Sections 15, 14 and 13, Township 5 North, Range 27 East, and Section 18, Township 5 North, Range 28 East of the Willamette Meridian, in Umatilla County, Oregon, bounded and described as follows:

Beginning at a point in the NE¼SW¼ of said Section 20, Township 5 North, Range 27 East that is 40 feet distant southeasterly, measured at right angles, from said center line of main track at Railroad Survey Station 4256+00;

thence northwesterly at right angles to said center

line of main track a distance of 10 feet;

thence northeasterly along a line parallel with and 30 feet distant southeasterly, measured at right angles and/or radially, from said center line of main track, to a point opposite Railroad Survey Station 4270+50;

thence northwesterly at right angles to said center line of main track a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles from said center line of main track, to a point opposite Railroad Survey Station 4277+00;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 30 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4283+50;

thence northwesterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4287+00;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 30 feet distant southeasterly, measured at right angles from said center line of main track, to a point opposite Railroad Survey Station 4315+28;

thence northwesterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4320+00;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a line parallel with and 30 feet distant southeasterly, measured at right angles and/or radially, from said center line of main track, to a point opposite Railroad Survey Station 4374+00;

thence northwesterly at right angles to said center line of main track a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4383+00;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 30 feet distant southeasterly, measured at right angles, from said center line of main track to a point opposite Railroad Survey Station 4388+00;

thence northwesterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4402+00;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 30 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4407+00;

thence northwesterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles from said center line of main track, to a point opposite Railroad Survey Station 4414+00;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 30 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4474+00;

thence northwesterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 4484+00;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 30 feet distant southeasterly, measured at right angles, from said center line of main track to a point opposite Railroad Survey Station 4486+68.2 Back = 1485+86.1 Ahead;

thence continuing northeasterly along a line parallel with and 30 feet distant southeasterly, measured at right angles and/or radially from said center line of main track, to a point opposite Railroad Survey Station 1471+50;

thence northwesterly at right angles to said center line of main track a distance of 10 feet;

thence northeasterly along a straight line parallel with and 20 feet distant southeasterly, measured at right angles, from said center line of main track, to a point opposite Railroad Survey Station 1466+50;

thence southeasterly at right angles a distance of 10 feet;

thence northeasterly along a straight line parallel with and 30 feet distant southeasterly, measured at right angles, from said center line of main track to a point opposite said Railroad Survey Station 1433+00;

thence southeasterly at right angles a distance of 10 feet;

thence southwesterly along a line parallel with and 40 feet distant southeasterly, measured at right angles and/or radially, from said center line of main track, to the point of beginning.

The last above described four parcels being shown in green color on said Exhibit "A".

STREET
SECOND
FIRST
NORTH
SOUTH
IDAHO
THIRD
CALIFORNIA
FIRST
SECOND
4159+638 END OF UMATILLA BRANCH
TRACKAGE RETIRED W.O. 8116-1
Sold to State of Ore
Columbia River Hwy
Parcel-11
Agreement Dated 3-1-19

RIVERSIDE
STREET
WASHINGTON
OREGON
MAIN
PARCEL "A"
PARCEL NO. 1
IRRIGON
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
NINTH
TENTH
ELEVENTH
TWELFTH
THIRTEENTH
NORTH MAIN
SOUTH MAIN
IDAHO
CITY LIMITS
LOT 4
LOT 5
0.16 Ac.
263000 - 54-1
N.E. 1/4 S.W. 1/4
S.E. 1/4 S.W. 1/4
E Line Depot Gas D.A. 750
4174+16.5 BC
4182+19 EC
2°
Δ 16°04'
M. M.

S L

19

STREET

STREET

STREET

STREET

STREET

STREET

E 1/4 SW 1/4

NW 1/4 SE 1/4

THIRTEENTH

FOURTEENTH

FIFTEENTH

MAIN ST.

PARCEL "B"

NW 17

NE 1/4 S.E. 1/4

4220

4240

50

50

70

30

MAIN STREET

PARCEL NO 2

10'

30'

& Relocated Hwy

73° 54'

20' 30'

CITY LIMITS

SW 1/4 SE 1/4

STREET

STREET

TREET

TEENTH

TEENTH

O U H

SE¼ NW¼

Arvada Road King Signals

4241+65.5 Signal

4256+00

4270+50

MM16

SW

16

PARCEL "C"

PARCEL NO. 3

20

NW¼ SW¼

NE¼ S.W¼

N.W.¼ S.E.¼

4259+75 C.H.Tel.Line

THE MOUNTAIN STATES TEL. CO.

17 | 16
20 | 21

NW¼ NW¼

SW¼ NE¼

16

16

4273+081

4211.00

83+50

4281+00

4302+90 P.I. Grade 2.0% to 3.5% Sag

Loose Gravel

PARCEL "D"

60' 20' 40'

Parcel #12 D.A. 5643
Agreement Dated 3-1-19

30'

No. 1468 20' 20'

SE¼ NE¼

Signal 4291+105

SW¼ NW¼

478

S.E. ¼

4315+28

4320+00

NE¼NW¼

NW¼NE¼

S.E.¼ NW.¼

T. 21 N R 21 E

CULV. NO 15.01

CULV. NO 14

CULV. NO 14.85

P.C. 4326+84.6

PT 4332+43.6

4333+58.6 Signals

4335+88.6

4339+84

I=56° C

Δ=10°43 3/4

T. 278.30

THE PACIFIC TEL & TEL CO

MORROW COUNTY ORE.

UMATILLA COUNTY ORE.

BAILEY

16 | 15 | 22 | 21

NE¼ NE¼

NW¼ NW¼

NE¼ NW¼

SW¼ SW¼

SE¼ SW¼

10' 30'

S 85° 30 W 40.18 Chs

MC

CULV. NO. 14.05

14

MM 14

4374+00

4378+68.6

4383+00

4388+00

4392+00

North 27.8 Chs

4407+00

SW¼ SE¼

S.E.¼ S.E.¼

4380

4390

4400

20' 20'

60' 40'

10' 30'

20' 20'

4398+68

CULV. NO. 13.63
36"x29.5" Cor Iron pipe 4398+68

9T°16

15

14

22

23

Section Corner found

N

14

T 5 N
R 3 W

Lot 3

Lot 4

SW¼ of SW¼

SE¼ SW¼

SW¼ SE¼

℄ Relocated Hwy

4430

40

20'

20'

30'

10'

4436+47.8 ±

4431+48.6 MM 13

CULV NO 12.96

4431+52.8 Signal

CULV NO 12.85

4409+10.4 S 31-36' C.M.P.
CULV. NO. 13.43

4411+11.8 Signal "1799

4412+06 Telep pole & anchor
P.T.&T. Co.

4414+00

4414+36.8 MM 180

4419+62.0 4" P.V.C. Pipe Culv. 13.69

4420+25.3 E Cast Iron Pipe 24"
CULV. NO. 13.21

4421+17' Bolley Elec Mkr Sign

PNW Co. Line Xing 65 BBR
CAA. 80+34

found

4474+00

10 30

4462+748 Signal = 1809

60 = 1809

CULV NO 1250

SE¼ SE¼ 14

14 13

4473+81 30-36" C M P CULV NO 12.16

4484+00

Signal #1814 · 4486+32.8

4474+00

MM12

12

13 SNR 27E

4484+28.6

4484+65.3 U G Tel Wire sing th cond 3 BBR PT&TCO
PT & T Co. A A Bltg.

4496+68.7 =
1435+86.7 EQUATION

CULV NO 11.84

W YARD LIMIT UMATILLA 1463+66

1472+27 O.H. Power Line
Umatilla Elec. Coop Assn

1471+50

CULV NO. 11.63

20 20 20 20

182

5 N. R. 27 E. W.M.
5 N. R. 28 E. W.M.

1466+50

1464+48 Telep & Teleg Line Xing
CARRIER

Cattle Guard 9-1-

Cattle Guard

LUMBI

D

R 1

N. 32.67 chs.

S 89° W 18.

Lot 4

Lot 3

1466 + 50

1465 + 80 S Signal

CULV NO 1104
437+62 8 20 12" P...e

1435 + 45.7

1434 + 28 UG tel wire ...n cond 4 BKH
L T & Tda

1433 + 00

PARCEL "D"

60 50 40

& Relocated Hwy.

40' 30' 10' 10'

Tracks removed #01379, 9-2-16

PARCEL NO. 3

18

NW¼ SW¼

N.E¼ SW¼

1464 + 40 rel. of Telegraph Line Xing

T. 18 S. R. 28 E.W.M.

I V E R

1425+57 BC = EQUATION 1559+09 Ω

1430+42 Ft.

9°30'

Lot 2

1434+28 U

1433+00

8.25 -hs

BR NO 0.83

FOURTH

Easement

32

33

35

36

62

63

64

ST

7591+49.5

FIRST DIVISION — THIRD DIVISION

UMATIL

Exhibit "A"

O.W.R.& N. Co.
U.P.R.R. Co., (Lessee)

Between IRRIGON and UMATILLA, OREGON

To accompany agreement with State
of Oregon covering easements
for Highway U.S. 730

Scale: 1" = 400'
Office of Chief Engineer
Omaha, Nebr., Jan. 17, 1961
C.E. Drawing No. 81476

L E G E N D

Highway easement areas
shown tinted.....Yellow
Slope easement areas shown tinted....Green
R.R. Co. right of way outlined.....Red
Easement Dated 5-1-19 to Morrow Co. & State of Oregon shown ..... Hatched

EXHIBIT "B"

Estimated Cost of Work to be Performed by Union Pacific Railroad Company at the expense of the State of Oregon on U. S. Highway 730 Project between Irrigon and Umatilla, Oregon.

Furnish such Engineering, Inspection, Flagman and Watchman Service as in the opinion of the Railroads may be necessary to protect their property and operations.	$3,800

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SEP 19 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Ireigon - Umatilla Date August 5, 1961, 19

Highway Columbia River Contract No. 5840

County Umatilla & Morrow Kind of Work Grading & Paving Contractor P.E. Hall Construction Co.

Contract Amount $ 317,094.50

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount	
Major items, itemized:				
# 2 Drainage Excavation	540 cy	3.00	1620.00	
# 3 General Excavation	5650 cy	.32	1808.00	(SAVING)
#17 Course Material in Base	1036 Tons	1.03	1067.08	
# 18 3/4-0 Mat. in Base	900 Tons	1.10	990.00	
# 19 Sprinkling	9400 M Gal	1.60	15040.00	

Minor items, unitemized algebraic total 606.19

Subtotal ..... $ 17,515.27

Approved work orders (Price, extra work and state force orders) ..... $ 14,320.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
P.A. -# 1 Borrow Excavation	687.92
E.W.O # 1 Flagging	600.00

Minor items, unitemized algebraic total ..... Saving (Minus) 59.33

Subtotal ..... $ 1228.50

Authorization for engineering ..... $ 25,705.16

Expected over-run or under-run of engineering authorization ..... $ 5,800.00

Costs not included above (explain) Proposed additional Orders P.A. Tack Coat A.C. & S.F.O Permanent Signing ..... $ 1,100.00

Allowance for future contingencies (38 % of work remaining) (25) ..... $ 2,500.00

Credits to come from transfers and deductions ..... $ -

Present estimate of project cost ..... $ 385,263.52

Brief Statement of principal causes of over-run: The principal cause for the overrun was the need for additional quantities of water - mostly for dust alleviation . The length of the project - 5.44 miles - was under traffic during construction - March 1 to July 27 traffic was on sub-grade and gravel surfacing.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 361,478.81	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ 385,263.52	
Expected over-run (Amount)	$ 23,784.71	
Expected over-run (per cent)	6.58	

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
AUG 3 1961
FOR FILING
5840

August 2, 1961

R. E. Hall Construction Co.
1720 S. W. Goodwin Place
Pendleton, Oregon

Gentlemen:

On July 31, we wrote you that the Highway Commission on July 28, 1961, had granted you thirty additional work days within which to complete Contract No. 5840 without assessment of liquidated damages.

We failed to include in the letter of July 31 that this action had been taken by the State Highway Commission subject to concurrence by the U. S. Bureau of Public Roads.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. A. F. Parson - La Grande
Mr. C. C. McKinney - Hermiston
Mr. Tom Edwards
Mr. C. G. Polk - BPR
Mr. R. L. Porter
Mr. C. H. Maison

FQ:fp

RECEIVED
AUG 4 1961

FOR FILING

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5140

C. O. Polk, Division Engineer
08-35.4-DA Salem, Oregon

477 Cottage Street, N.E.
Salem, Oregon

August 2, 1961

Oregon Project F-145(11)

In your letter of July 27, 1961, you requested our concurrence in a 30 day time extension on the Irrigon-Umatilla Section of the Columbia River Highway, Oregon Project F-145(11).

We concur in the proposed time extension for the reasons stated in your letter.

Director

RECEIVED
JUL 31 1961
FOR FILING

July 31, 1961

E. E. Hall Construction Co.,
1740 SW Goodwin Place
Pendleton
Oregon

Gentlemen:

The State Highway Commission at its meeting held on July 25, 1961, had under discussion your request for an extension of time for 30 additional workdays from 85 days to 115 days within which to complete your contract #5840 without the assessment of liquidated damages, for grading-paving the Irrigon-Umatilla Section of the Columbia River Highway in Morrow-Umatilla Counties.

We are pleased to inform you that the Highway Commission granted you the 30 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dz

cc: A. F. Parsons
C. C. McKinney
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Maison

RECEIVED
JUL 28 1961
FOR FILING

July 27, 1961

Request for extension of time
No. 2
July 28, 1961 meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Irrigon-Umatilla Section of the Columbia River Highway, H. E. Hall Construction Company, Contract No. 5840, has requested that his work time be extended 30 days from the original allocation of 85 days to 115 days without the assessment of liquidated damages. He lists three reasons supporting this request:

The first reason, based on delays in securing railroad insurance, is invalid under the contract form.

The second reason, based on increases in excavation quantities and on increased drainage installations, is a valid reason. Twenty workdays were actually required to supply required increases in embankment quantities. Five days were lost due to having to work around drainage facilities added to the project.

The third reason proposed by the contractor is that he was delayed more than normal by utility companies which did not prosecute their work efficiently. This is also true and valid. It is a difficult proposition to accurately evaluate. However, in the spirit of complete fairness to the contractor, we recommend that he be allowed five additional days for this interference.

It is, therefore, recommended that the contract time be extended 30 days from 85 to 115 days without the assessment of liquidated damages, subject to concurrence of the Bureau of Public Roads.

This matter will be on the agenda for the July 28 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FHK:fp me
Encl.
cc Tom Edwards

RECEIVED
AUG 4 1961
FOR FILING
F-145(11)
5840

July 27, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Irrigon-Umatilla Section
Columbia River Highway
Project F-145(11)

Dear Sir:

The contractor on the subject project has requested that this workday count be increased a total of 30 days from an original allocation of 85 days to 115 days without the assessment of liquidated damages. He lists three reasons to support this request:

1. He could perform no work during the time between March 1, 1961 and March 13, 1961, because his railroad insurance had not been completed. This reason is not valid as the special provisions specifically prohibit extensions of time due to delays in securing railroad insurance.

2. Changes in grade requiring additional yardage supplied from roadbed cut borrows and from private borrows. This reason is a valid reason. The actual time spent by the contractor supplying the additional material required by the grade changes amount to 20 workdays. Furthermore, revisions in pipe placements throughout the job made it necessary for the contractor to alter his original plan of work in order to bypass certain areas. These alterations caused the contractor delays in the amount of five additional days.

3. Telephone and power companies were slow in removing poles from the right of way. This reason is also a valid reason, but a difficult one to accurately evaluate. In a spirit of complete fairness to the contractor, we recommend that he be awarded an additional five days due to conflict with utility lines throughout the project.

May we have your approval to extend the contruct time on this project from 85 to 115 days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr.W.C. Williams
Mr. Tom Edwards

FBK:fp ms

RECEIVED
JUN 21 1961
FOR FILING

5 4 4 C

June 21, 1961

114.9

Mrs. Otto Kowalski
Route 2, Box 99
Umatilla, Oregon

Dear Mrs. Kowalski:

Further reference is made to your letter of June 12, regarding your road approaches on the Irrigon-Umatilla Section of the Columbia River Highway.

I understand that Mr. A. F. Parson, Division Engineer, called on you and discussed your approach problem. I gather from Mr. Parson's report that the matter has been settled satisfactorily.

I wish to thank you for having called this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Tom Edwards
Mr. A. F. Parson

LHY:fp er

RECEIVED
JUN 19 1961
FOR FILING.

June 16, 1961

Mrs. Otto Kowalski
Route 2, Box 99
Umatilla, Oregon

Dear Mrs. Kowalski:

Your letter of June 12, in regard to your approach roadways as affected by the new construction between Irrigon and Umatilla, has been referred to our Division Headquarters at La Grande.

No doubt you will be contacted by one of our field representatives in regard to the subject of your complaint.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. Tom Edwards
Mr. A. F. Parson

REFERRED TO
F. M. Stephenson
BY SECRETARY

June 12/61

Dear Sir:

First of all. I'm Mrs. Otto Nowaleski - write my own mail nothing to you. But Any way the line 1/2 mile East of Umatilla. We have always had 2 driveways. & Paved top on them first and property for 10 years now since they have worked on the ditches & put tiles in. one of our driveways has not be tiled. We have an open gate there that my husband uses for farm use. One spoke to the head road man

He didn't seem to know
much about it. I want
it looked into before they
pave it.

We live 1/4 mile west of Bruce
& Umatilla.
Our property is on Westside of
Prospect Street a Yellow house
sits back about 200 feet from
road.
The best time to catch either
one of us at home is at
noon.

Mrs. Otto Kowalske
R 2 Box 99
Umatilla Ore

RECEIVED
JUN 14 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1961
FOR FILING

5 4 d c

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1961

SUBJECT: Irrigon-Umatilla Section
Columbia River Highway

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Herewith a copy of a letter from Mrs. Kowalski in which she comments on the shabby treatment which has been given her in the construction of the subject-named project.

Will you plwase advise this office regarding the details so that we may answer Mrs. Kowalski. Please give this your early attention.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
JUL 3 1961
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1961
FOR FILING

COMMISSIONERS
K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 16, 1961

Mrs. Otto Kowalski
Route 2, Box 99
Umatilla, Oregon

RECEIVED
JUN 19 1961
STATE OF
STATE HIGHWAY ENGINEER

Dear Mrs. Kowalski:

Your letter of June 12, in regard to your approach roadways as affected by the new construction between Irrigon and Umatilla, has been referred to our Division Headquarters at La Grande.

No doubt you will be contacted by one of our field representatives in regard to the subject of your complaint.

Very truly yours,

W. C. Williams
State Highway Engineer

By P. M. Stephenson

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

NOTED
P. M. STEPHENSON

Would like to thank you for your quick response, the tile has been put in. But as yet the Ground hasn't been poured on yet. I hope they will pour it.

Thank you again.
Mrs Otto Kowalski

RECEIVED
JAN 27 1962
FOR FILING
F 111
840

March 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include work by Pacific Telephone Northwest, for the Irrigon-Umatilla Section, Project No. F-145(11).

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Oregon State Highway Department

Federal Aid
Project No. F-145(11)

IRRIGON-UMATILLA SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate revised to include additional utility work. Not as a basis for modification of project agreement.)

Salem, Oregon, March 21, 1961

Type Code P.E.			
Preliminary Engineering	All Required		$ 10,000.00
Type Code 6201			
Roadway (Sta. 113+00 to Sta. 400+09.09) (Contract 5840)			
Clearing and Grubbing	All Required		$ 2,000.00
Drainage Excavation, Unclassified	730 cu.yds.	$ 3.00	2,190.00
General Excavation, Unclassified	105,000 cu.yds.	0.32	33,600.00
Short Overhaul	379,600 yd.sta.	0.005	1,898.00
Long Overhaul	19,000 C-yd.sta.	0.30	5,700.00
Gravel Blanket	3,800 cu.yds.	0.80	3,040.00
Obliterating Pavement	2.00 miles	250.00	500.00
Finishing Roadbed and Slopes	5.44 miles	450.00	2,448.00
12-inch Concrete Pipe	1,780 lin.ft.	2.10	3,738.00
18-inch Concrete Pipe	1,250 lin.ft.	4.00	5,000.00
24-inch Concrete Pipe	160 lin.ft.	5.50	880.00
36-inch Concrete Pipe	90 lin.ft.	13.50	1,215.00
Type 1 Fence	2,000 rods	5.25	10,500.00
Type 2 Fence	160 rods	6.25	1,000.00
16' x 48" Metal Gates	24 only	67.00	1,608.00
Guide Posts, Type W-2	170 only	6.75	1,147.50
Course Crushed Material in Base	85,000 tons	1.03	87,550.00
3/4" - 0 Material in Base	16,700 tons	1.10	18,370.00
Sprinkling	2,600 M-gal.	1.60	4,160.00
Preparation of Base	5.44 miles	200.00	1,088.00
3/4" - 0 Material in Binder Course	600 cu.yds.	2.70	1,620.00
MC-2 Asphalt	94 tons	43.00	4,042.00
Asphaltic Concrete Mixture	22,200 tons	3.60	79,920.00
Asphalt in Mixture	1,220 tons	34.00	41,480.00
Extra for Paving Approaches	80 only	30.00	2,400.00
			$317,094.50
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Signs (Temporary)	All Required		1,000.00
			$ 3,500.00

Utility Work		
Work by Umatilla Electric Co-op.	All Required	$ 3,500.00
Work by Pacific Telephone Northwest	All Required	900.00
		$ 4,400.00
	Subtotal	$324,994.50
	Engr. & Cont	31,508.50
		$356,503.00

Length of Roadway - - - - - - - - - - - 5.437 Miles
Cost of Roadway Per Mile- - - - - - - $65,569.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Corp. Engr.Funds
Prelimdnary Engr.	$ 10,000.00	$ 6,000.00	$ 4,000.00	- -
Roadway	356,503.00	200,000.00	121,503.00	$35,000.00
	$366,503.00	$206,000.00	$125,503.00	$35,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

IRRIGON-UMATILLA SECTION

PROJECT NO. F-145(11)

Estimated cost of work by the Umatilla Electric Cooperative

Labor		$1,748.00
Material		1,637.00
Overhead		394.20
Salvage Credit		- 188.40 Credit
		$3,590.80
	Use	$3,500.00

Estimated cost of work by Pacific Telephone Northwest

Labor		$ 450.00
Materials		250.00
Equipment		100.00
Overhead		175.00
Plant Betterment Credit		- 75.00 Credit
		$ 900.00
	Use	$ 900.00

RECEIVED
MAR 22 1961
FOR -FILING

(Rev. 6-57)
(8-22-39)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

F-145(11)

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

5840

DATE: March 21, 1961

Attention: Mr. R. L. Porter

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: D. M. Emrich
District Engineer

SUBJECT: Utility Adjustment, Pacific Telephone Northwest
Irrigon-Umatilla Section, Oregon Project F-145(11)

We hereby approve the agreement evidenced by the exchange of letters dated February 7, 1961 and March 8, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of March 17, 1961. Approval is subject to the provisions of PPM 30-4.

RECEIVED
MAR 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
MAR 20 1961
COMMISSIONERS

FOR FILING

MRS. SOVEREIGN (CHAIRMAN)
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-145(11)
5840

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 20, 1961

R. E. Hall Construction Co.,
1720 SW Goodwin Place
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5840, awarded February 23, 1961, for grading-paving the Irrigon-Umatilla Section of the Columbia River Highway in Morrow-Umatilla Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 20 1961
FOR FILING
F-145-(11)
5410

March 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Pacific Telephone Northwest
Plant Relocation
Irrigon-Umatilla Section
Morrow and Umatilla Counties
Project No. F-145(11)

We are submitting herewith the following data in connection with relocating the Pacific Telephone Northwest Plant on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for relocating its plant.

2. Two copies of Company's estimate for doing this work.

3. Two copies of the sketch prepared by the Company showing the adjustments.

Your approval of the agreement and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
MAR 20 1961
FOR FILING
E-14 F (11)
5840

UNION PACIFIC RAILROAD COMPANY
2525 N. Larrabee Avenue
Portland 17, Oregon

MARCH 17, 1961

(File Ref. D 315 - 2 - 101)

Mr. J. W. DeSouza,
Assistant Counsel
Oregon State Highway Department
Salem, Oregon

Attn: Mr. Glen V. Sorensen,
Staff Attorney

Dear Sir:

Referring to your letter of March 15th relative to proposed agreement covering easement and construction for Irrigon-Umatilla Section of Columbia River Highway:

County Clerk for County of Morrow has not signed in space provided on page 9 of agreement dated March 10, 1961.

Will you please arrange for completion on the part of County of Morrow and return all three counterparts for execution by the Railroad Companies, after which fully-executed copies will be returned to you and the County?

Yours very truly,

G. H. Baker,
Superintendent

enes.

cc: Mr. G. S. Paxson - Salem

NOTED
RECEIVED
MAR 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1961
FOR FILING
F-145(11)
5840

March 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties, Contract No. 5840, in connection with Federal Aid Project No. F-145(11).

This work is necessary for the guidance and protection of traffic during the construction period.

This is an anticipated item and funds for signing were included in the Project Authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

ya
DBP:bb

Enc.

RECEIVED
MAR 16 1961
FOR FHWA

F-145(11)

5840

March 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's participation of flagging costs on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties, Contract No. 5840, in connection with Federal Aid Project No. F-145(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

ga
~~DBP~~:bb

Enc.

RECEIVED
FORM E-123-X 5OM 1-61
MAR 16 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-145 (11)
5940

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 15, 1961

Mr. U. H. Baker, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon

Re: File No. 31594
U.P. RR. Co. Agreement
Irrigon-Umatilla Section
Columbia River Highway

Dear Mr. Baker:

Herewith I am returning to you triplicate copies of easement and construction agreement relative to the above-titled matter, your file D 315-2-101. All three copies have been executed by the Highway Commission and by Morrow County, and have been acknowledged by the Highway Commission.

On page 1 the instrument has been dated March 10, 1961, and on page 10 the effective date has been shown as March 10, 1961.

It is my understanding that after execution by the railroad companies one executed copy will be returned to this office and one copy will be sent direct to Morrow County. When the State's executed copy is returned I would appreciate receiving four additional copies of Exhibit "A", as only six copies were forwarded with your letter of February 21. Also, I would like to have ten additional copies of Schedule 1, consisting of descriptions of the easements to be granted, if these are available.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

By
GLEN V. SORENSEN
Staff Attorney

JWD:ks
enc. 3

cc: Oscar E. Peterson, County Judge
Heppner, Oregon
G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED

RECEIVED
MAR 15 1961
FOR FILING

F-145-(1)

RAILROAD COMPANIES
FILE No. 5C4

March 15, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. Didier

Dear Sir:

The agreement between the Union Pacific Railroad Company and the State covering the Irrigon-Umatilla Section of US730 was executed by the Highway Commission last Friday and is being mailed from this office today.

It would be appreciated if its completion by your company could be expedited as much as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSPiae

cc to: Mr. W. C. Williams

FORM E-30X—67,500—6-57—6564

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1961

SUBJECT: File No. 31594
Union Pacific Railroad Co.
Agreement
Irrigon-Umatilla Section
U.S. Highway No. 730

To:

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are three copies of an agreement between the State Highway Commission, the Union Pacific Railroad Company and Morrow County, covering construction on the Irrigon-Umatilla Section of U.S. Highway No. 730 in Morrow County. These copies have been executed by the State Highway Commission and Morrow County and are now ready for execution by the Railroad Company.

When fully signed please return one fully executed copy to this office for the Commission's files.

Mr. Paxson has asked that this matter be expedited as ~~soon~~ much as possible.

ORIGINAL SIGNED
FLOYD QUERY

Secretary

rn
Attach: 3
cc - Mr. G.S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1961
FOR FILING
F-145-(11)
6940

Salem, Oregon
March 14, 1961

RAILROAD COMPANIES
FILE No. 564

File No. 31594
Union Pacific Railroad Co.
Agreement
Irrigon-Umatilla Section
U.S. Highway No. 730

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Glen V. Sorensen
Staff Attorney

Attached are three copies of an agreement between the State Highway Commission, the Union Pacific Railroad Company and Morrow County, covering construction on the Irrigon-Umatilla Section of U.S. Highway No. 730 in Morrow County. These copies have been executed by the State Highway Commission and Morrow County and are now ready for execution by the Railroad Company.

When fully signed please return one fully executed copy to this office for the Commission's files.

Mr. Paxson has asked that this matter be expedited as soon as possible.

Secretary

rn
Attach: 3
cc - Mr. G.S. Paxson

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 7, 1961
Salem, Oregon

To: Mr. Floyd Query
Secretary

O F F I C E

SUBJECT: File No. 31594
Union Pacific Railroad Co.
Agreement
Irrigon-Umatilla Section
U. S. Highway No. 730

I herewith hand you three copies of an agreement between Oregon-Washington Railroad & Navigation Company, the State Highway Commission and Morrow County.

This agreement should be presented to the Commission for execution and then returned to this office for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:dc
Attachments
cc: G. S. Paxson

For slope easements & easements to use railroad R/W in State Hwy Contract 5840 awarded to R. E. Hall Contr Co on 2-23-61

F. Query

RECEIVED
MAR 9 1961
FORM X-30X—50M—2-59—18180
FOR FILING
F.145(11)
5440

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 7, 1961
Salem, Oregon

To: Mr. Floyd Quaryn
Secretary

OFFICE

SUBJECT: File No. 31594
Union Pacific Railroad Co.
Agreement
Irrigon-Umatilla Section
U. S. Highway No. 730

RAILROAD COMPANIES
FILE No. 5649

I herewith hand you three copies of an agreement between Oregon-Washington Railroad & Navigation Company, the State Highway Commission and Morrow County.

This agreement should be presented to the Commission for execution and then returned to this office for further handling.

GLEN V. SORENSEN
Staff Attorney

GVS:dc
Attachments
cc: G. S. Paxson

NOTED
G. S. PAXSON
RECEIVED

RECEIVED
MAR 6 1961
FOR FILING
F-145(11)
5840

March 3, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 27, 1961, on Contract No. 5840, Irrigon-Umatilla Section, in Morrow and Umatilla Counties, in connection with Federal Aid Project No. F-145(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
FEB 28 1961
FOR FILING
F-145(11)
1,940

408 State Highway Bldg.
Salem, Oregon

February 27, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: R. L. Porter

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Utility adjustment
Umatilla Electric Cooperative Association
Irrigon-Umatilla section
Columbia River Highway
Project F-145(11)

We hereby approve the agreement evidenced by the exchange of letters dated February 7, 1961 and February 16, 1961 between the State and the utility company.

Authorization to proceed with the work is granted as of February 24, 1961. Approval is subject to the provisions of PPM 30-4.

RECEIVED
FEB 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-145(11)
5140

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 24, 1961

County Court
Morrow County Courthouse
Heppner, Oregon

Re: File No. 31594
Union Pacific Railroad Co.
Agreement
Irrigon-Umatilla Section
U. S. Highway No. 730

Gentlemen:

I am enclosing three copies of a proposed agreement between Union Pacific Railroad Co., Morrow County, and the State Highway Commission. Under the terms of this agreement Union Pacific will grant to the State easements for highway construction for the above-titled section.

Morrow County is involved inasmuch as it was a party to the original agreement in 1919 when the Oregon-Washington Railroad & Navigation Co. granted the easement for the original highway construction. By executing this agreement the County will only relinquish to the railroad those easements granted by the 1919 agreement, and which are regranted by this easement.

We would appreciate your cooperation in the execution and return of this agreement. Please return all three copies to this office. The next Highway Commission meeting will be March 10, and we would appreciate it if we could have copies of the agreement returned to us not later than March 6 so that the Highway Commission may act upon it at this meeting.

Yours very truly,

Glen V. Sorensen
Staff Attorney

GVS:ks
enc. 3
cc: G. S. Paxson

RECEIVED
FEB 24 1961
FOR FILING
F-145(11)
5840

February 24, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Irrigon-Umatilla Section
Columbia River Highway
Morrow & Umatilla Counties
Project No. F-145(11)

Dear Sir:

Herewith are the following data covering adjustment of the power lines of the Umatilla Electric Cooperative in connection with construction of the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Cooperative for making certain of the adjustments.

2. Two copies of the estimate of cost prepared by the Cooperative for the adjustment of the facilities.

3. Two copies of the sketch prepared by the Cooperative showing the adjustments to be made.

Your approval of the agreement between the State and Cooperative as evidenced above and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
FEB 27 1961

F-145(11)

5840

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

February 23, 1961

By:
D. M. Emrich
Acting Division Engineer

08-35.1

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project F-145(11)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-145(11), Irrigon-Umatilla Section of the Columbia River Highway, we hereby concur, as of this date, in award of Contract No., 5840 to R. E. Hall Construction Co., of Pendleton, Oregon, low bidder in the amount of $317,094.50 at the January 24, 1961 bid opening.

Porter

RECEIVED
FEB 23 1961
FOR FILING
F-145(11)
58 NA

February 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

I left with you an agreement with the Union Pacific Railroad Company covering easements on the Irrigon-Umatilla Section of US730. This agreement is satisfactory to the State. It does not, however, fully conform to the requirements of PPM 21-10(5). Our negotiations with the Union Pacific Railroad Company and the preparation of this agreement have been under way for almost a year, and we would be very reluctant to send the agreement back to the Railroad Company for amendments bringing it into line with the late revisions of PPM 21-10. I believe that the last paragraph of PPM 21-10(5), which provides that in cases like this the new procedure will not be required, should apply. I am asking your approval of this agreement.

We will furnish your office with copies of the agreement and when executed by the Highway Commission and the Railroad Company, we will furnish you with a conformed copy.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

[redacted]Pmm

cc to: Mr. W. C. Williams
Mr. Glen Sorensen
Mr. R. L. Porter

RECEIVED
FEB 24 1961
FOR FILING
F-145-(11)
5840

February 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the Irrigon-Umatilla Section in Morrow and Umatilla Counties, Project F-145(11), to R. E. Hall Construction Co. on the basis of the bid of $317,094.50 submitted on January 24, 1961.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
FEB 23 1961
FOR FILING
F-145(11)
5840

Salem, Oregon
February 23, 1961

Mr. Leonard I. Lindas

Attention: Mr. Glen Sorensen

Herewith three copies of an agreement between the State and the Union Pacific Railroad Company covering the Irrigon-Umatilla Section of US730 in Morrow County. This has been discussed with Mr. Lindas, and I believe it has been found satisfactory. I would appreciate his endorsement of the agreement and its presentation to the State Highway Commission. I would like to have a copy as soon as possible so that I can send it to the Bureau of Public Roads.

I also attach five copies of the exhibit map.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

P.S.:

Would suggest that this go to Morrow County with request to return prior to Commission meeting of March 10.

G.S.P.

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 21, 1961
(File Ref. D 315 - 2 - 101)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of January 19 and previous correspondence relative to reconstruction of U. S. Highway 730 between Irrigon and Umatilla, Oregon:

Herewith for your consideration are triplicate originals of proposed easement agreement between the Railroads, State of Oregon and Morrow County, covering area to be used in connection with reconstruction of the highway.

Will you please examine the document and if satisfactory, have it executed on behalf of the Highway Commission and Morrow County, after which the 3 signatory counterparts should be returned to me for submission to my Principals. The date of agreement on page 1 and effective date on page 10 should be filled in at the time document is signed by the Highway Commission.

When the agreement has been completed a fully-executed counterpart will be returned to you and the County for your records.

Six (6) additional copies of Exhibit "A" are also attached.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
FEB 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1961
FOR FILING

F-145(11)

3840

February 7, 1961

Oregon State Highway Commission

Gentlemen:

Effective at 8 a.m., Monday, February 6, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Columbia River Highway, No. 2 (US730), on the Irrigon-Umatilla project in Morrow and Umatilla Counties.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on that section of the Columbia River Highway, No. 2, between M.P. 175.90 and M.P. 181.34.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk me

cc G. S. Paxson
F. B. Crandall

RECEIVED
JAN 30 1961
FOR FILING
E-145(11)
5840

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

January 24, 1961

Attention: Mr. R. L. Porter

By:
A. F. Bester
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Irrigon-Umatilla Section, FAP F-145(11)

Reference is made to your letter of January 19, 1961 concerning construction of Type 1 right-of-way fence on Project F-145(11), Irrigon-Umatilla Section of the Columbia River Highway.

The letter was misdirected in our office and only came to our attention today. However, we reaffirm the opinion given Mr. Porter by telephone on January 19 that the fencing should, under the circumstances, remain a contract item to be constructed by the contractor.

This attitude was taken due to the uncertainty that the bid price of the fencing might be higher than the railroad's offer and, further, it seemed rather late to attempt to include provision for this work in the State-Railroad agreement.

The situation as to status of the railroad agreement has not changed and there is the distinct possibility of the low bidder objecting to elimination of the 1660 rods of fencing from his contract.

Porter

NOTED
FORREST COOPER

RECEIVED
JAN 25 1961
FOR FILING

F-145 (11)
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5840

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 24, 1961

File: D 315 - 2 - 101

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of January 19th relative to reconstruction of U. S. Highway 30 between Irrigon and Umatilla, Oregon:

It will be satisfactory to relocate and reconstruct right-of-way fence as outlined in your letter of January 19th.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
JAN 25 1961
OREGON
STATE HIGHWAY COMMISSION

Copy to Taylor 1-26-61

RECEIVED
JAN 26 1961

RECEIVED
JAN 21 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-145(11)

3540

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On the Irrigon-Umatilla Section, FAP F-145(11), the plans call for constructing Type 1 fence on the common railroad-highway right-of-way line. There are approximately 1,660 rods required; and at our estimate of $5 per rod, the total cost will come to $8,300.

The average cost for this type of work during 1959 was $5.46 per rod and for 1960 was $5.19 per rod. On a contract recently awarded in this general area, the bid price was $7 per rod.

The railroad company has offered to do the work with their crew for an estimated cost of $7,240. In addition to the apparent monetary savings, there is another advantage to the State in that should the railroad do the work, the State will not have maintenance obligation as the fence will remain railroad property.

Please advise that should the State and railroad execute an agreement whereby the railroad will construct this fence, will the item be eligible for Federal-aid. This is the matter that was discussed verbally with Mr. Bester on this date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
JAN 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Mr. Forrest Cooper

Mr. Cooper

The BPR has told me verbally that they would not participate in the fencing cost if it is done by the R.R.

R.L.P.

RECEIVED
JAN 19 1961
FOR FILING
F-145-(11)
5841

January 19, 1961

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Irrigon-Umatilla Section
US30
Morrow and Umatilla Counties

Dear Sir:

In your letter of January 10, 1961 giving the breakdown of reimbursable costs, you include an item for the moving of 5.3 miles of right-of-way fence in the amount of $7,240.

Our contract construction plans, upon which bids will be received on January 24, include the construction of a fence between the railroad and the highway over the entire length of the encroachments within the project. This matter has gone so far in our negotiations with the Bureau of Public Roads that it is not practicable to eliminate this item from our contract and make it a reimbursable item with the work done by railroad forces. We, therefore, propose that this item be eliminated from the list of railroad reimbursable costs, and that the State, under its contract, construct the fence and remove and salvage any material from the existing fence. The location of the fence and the type of fence to be built are shown upon the plans and described in the specifications for the project which were submitted to you by Mr. R. L. Porter under date of January 9, 1961.

Will you please advise as soon as practicable whether this arrangement is satisfactory to your company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ms

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 10, 1961

(File Ref. D 315 - 2 - 101)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to previous correspondence regarding encroachment on railroad right-of-way for reconstruction of U. S. Highway 730 between Irrigon and Umatilla, Oregon:

In line with your verbal request of December 21st, following is estimated cost of work to be performed by Railroad Company in connection with this project:

Moving 5.3 miles right-of-way fence	$ 7,240.
Engineering, Inspection and Watchman Service	3,800.
Total Estimated Cost	$11,040.

The last item is made up of the following:

Engineer-Inspector - 2 Months at $610	$ 1,220.
Expenses - 2 Months at $250	500.
Car Rental - 2 Months at $150	300.
Watchman - 44 days - 8 hrs. per day at $2.15 per hr.	757.
44 hrs. Overtime at $3.25 per hr.	143.
Employee Benefits, Insurance, Etc. (25%)	530.
Contingencies	350.
Total	$ 3,800.

Description of areas to be covered by easement along with exhibit prints are now being prepared by our Chief Engineer,

after which agreement will be prepared and submitted to you for consideration.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
JAN 11 1961
CALCON
STATE HIGHWAY COMMISSION

RECEIVED

RECEIVED
JAN 19 1961
FOR FILING

F-145(11)

5 & 40

January 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On the Irrigon-Umatilla Section, FAP F-145(11), the plans call for constructing Type 1 fence on the common railroad-highway right-of-way line. There are approximately 1,660 rods required; and at our estimate of $5 per rod, the total cost will come to $8,300.

The average cost for this type of work during 1959 was $5.46 per rod and for 1960 was $5.19 per rod. On a contract recently awarded in this general area, the bid price was $7 per rod.

The railroad company has offered to do the work with their crew for an estimated cost of $7,240. In addition to the apparent monetary savings, there is another advantage to the State in that should the railroad do the work, the State will not have maintenance obligation as the fence will remain railroad property.

Please advise that should the State and railroad execute an agreement whereby the railroad will construct this fence, will the item be eligible for Federal-aid. This is the matter that was discussed verbally with Mr. Baxter on this date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

cc: Mr. Forrest Cooper

RECEIVED
JAN 1961
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-145(11)

5840

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 9, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering grading and paving work on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties, bids for which are to be received in Salem on January 24, 1961.

In general this project parallels your company's right of way and except for minor encroachments for cuts, fills and drainage ditches as indicated on sheets 3 to 8, inclusive, and sheets 10 and 11 of the plans, the work is to be performed without interference with railroad facilities.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and other property which might be damaged by the contractor's operations as set forth in the insert titled "Relations With Railroad Company"; also, the contractor is to furnish protective and liability insurance as set forth on page 24 of the special provisions and in the above mentioned insert.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Mr. G. S. Paxson
Mr. J. W. DeSouza

Mr. R. M. Brown, District Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

RECEIVED
JAN 10 1961
ENGINEER

RECEIVED
JAN - 6 1961
FOR FILING
F-145(11)
1
5840

January 5, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Irrigon-Umatilla
Section of US30

Attention: Mr. Didier

Dear Sir:

Under date of August 16, 1960, I sent you maps showing the proposed encroachments upon your right of way between Irrigon and Umatilla. Subsequently, you raised a question as to the grade line of the approach to an existing grade crossing of your track at Highway Station 356+60. This is on the township line between T. 5 N., R. 27 E. and T. 5 N. R. 28 E.

We have revised our grade line in this vicinity lowering the highway grade by 2.3 feet. I am sending you herewith four prints from our Drawing 7V-2-2, which is Sheet No. 11 of the plans for this section, and on the lower part of the profile I have shown a section through the connecting road. I believe you will find that this is not too objectionable, especially in view of the very light traffic that would be using this grade crossing.

Very truly yours,

W. C. Williams
State Highway Engineer

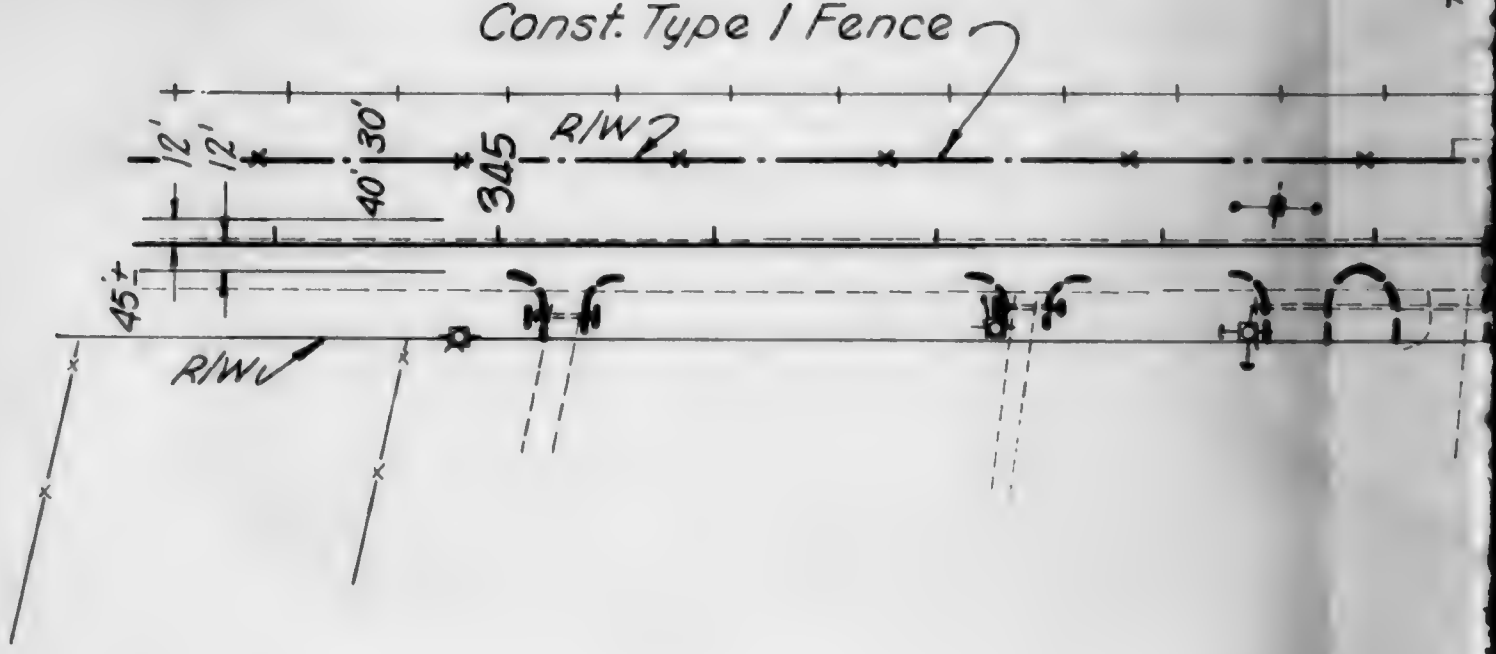
By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSPaxo

cc to: Mr. W. C. Williams



+60
Const. App.
12" Pipe (in pl

+30
Const. App.
12" Conc. Pipe (in pl.)
Extend 6'
Dr. Exc. 1 C.Y.

+40
Const. App.
12" Conc. Pipe (in pl.)
Extend 15'
Dr. Exc. 1 C.Y.

+30
Const. App
12" Pipe (in

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

SEC. 13

T.5 N., R.27E., W.M.
T.5 N., R.28E., W.M.

A
+60
Const. App.

Access

+50 (R.R.)

10'

12" Pipe (in pl.) Remove
+05 Inst. 18' Pipe - 78'
Dr. Exc. 26 C.Y.

+50 (R.R.)

R.R. Easement Line

350

355

45'±

40'±

App.
e (in pl.)

+30
nst. App.
Pipe (in pl.)

+45
Const. App.
12" Pipe (in pl.)

+50
Const. App.
12" Conc. Pipe (in pl.)
Extend 12'
Dr. Exc. 2 C.Y.

BM
304.737

T. 5 N., R. 27E., W.M.

T. 5 N., R. 28E., W.M.

SEC. 18

12" Pipe (in pl.) Remove
+00 Inst. 18' Pipe - 69'
Dr. Exc. 15 C.Y.

12" Pipe (in pl.) Remove
+10 Inst. 18' Pipe - 66'
Dr. Exc. 16 C.Y.

ccess Control Line

ORE

360

365

N. 7

40'±

55'±

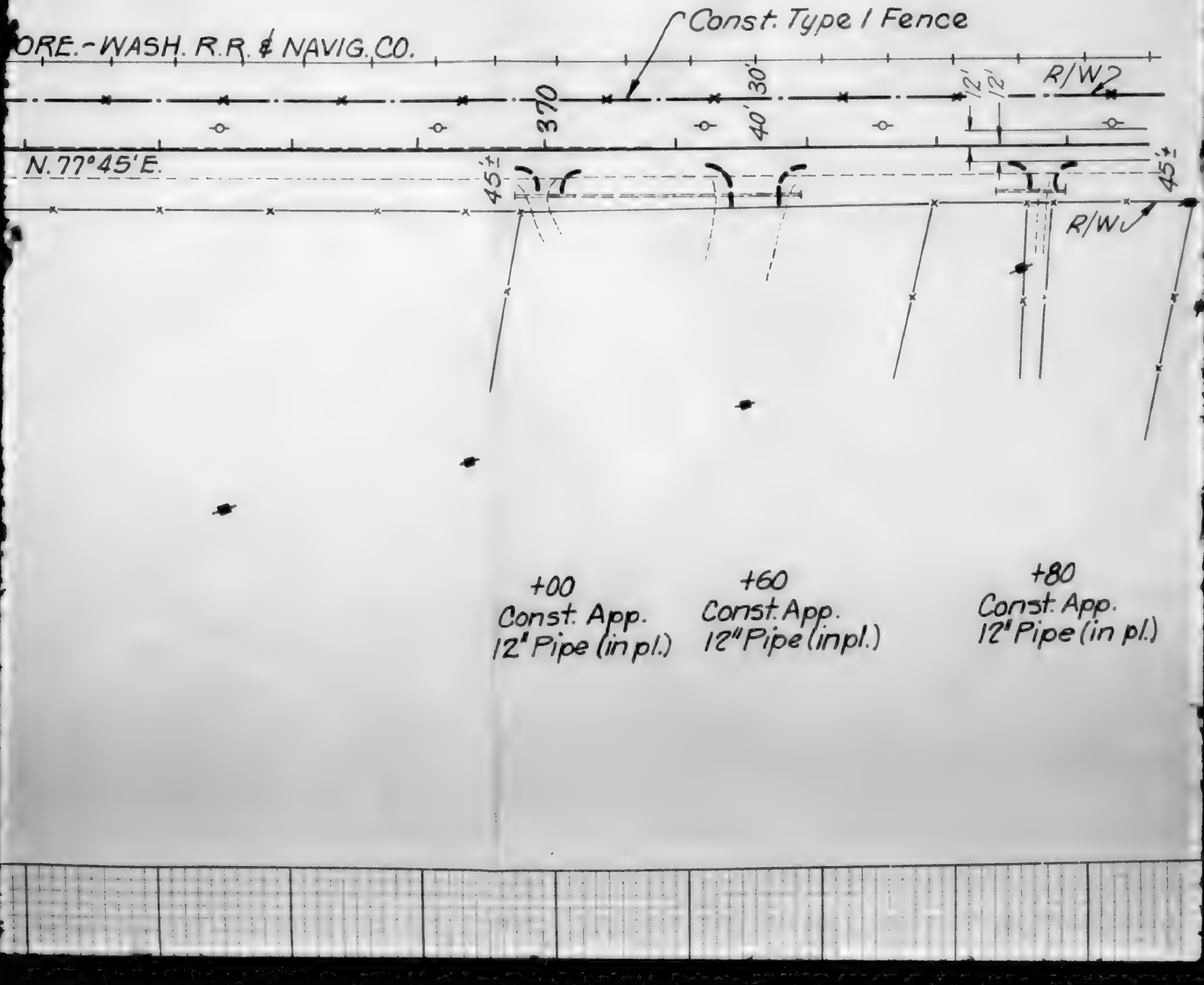
45'±

+00
Const. App.
12" Conc. Pipe (in pl.)
Extend 12'
Dr. Exc. 1 C.Y.

7V-2

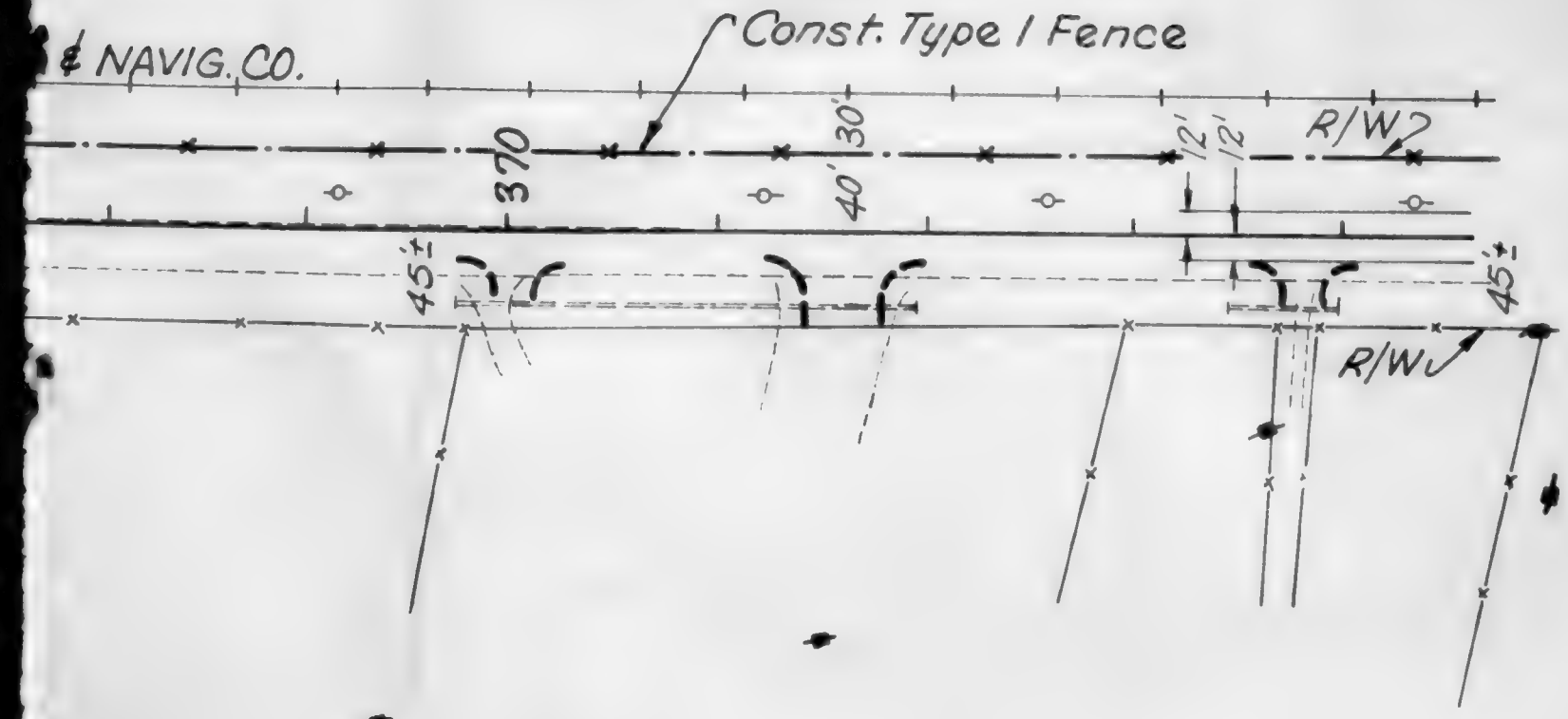
IRRIGON-UMATILLA SECTION
COLUMBIA RIVER HIGHWAY
MORROW & UMATILLA COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	F-145(11)	



7V-2-2

IRRIGON-UMATILLA SECTION COLUMBIA RIVER HIGHWAY MORROW & UMATILLA COUNTIES				SHEET No. 11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-145(11)		See Index



+00
Const. App.
12" Pipe (in pl.)

+60
Const. App.
12" Pipe (in pl.)

+80
Const. App.
12" Pipe (in pl.)

330

320

15½"

-0.2464

310

To Sta. 338+75

300

To Sta. 256+80

290

To Sta. 341+50

Exc. 780

Emb. 600

344 345

DATE

BY

ORIGINAL SURVEY

NOTE BOOK NO.

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

BM
304.737

Brass Disc (W-377)

+38 115' Lt.

64

Finish Grade 12' Lt. or Rt. of ℄

Orig

Exc. 552

Exc. 147
Emb. 113

Exc. 600

Exc. 920
Emb. 708

70'

6'

43'

℄ RR

Rd. App.

Elev 307.7

+8.1

Extg. Ground

350

355

309.22

Original Grade

Revised Grade

Subgrade 12' Lt. or Rt. of ℄

Ground Line at ℄

No 4 C.

+70

Exc. 2378

Exc. 624

Emb. 480

Hwy ℄

10'

12'

Orig Gr. Elev. 313.5

Elev. 310.12

Fr. Grade Elev. 311.22

+5.0

Ground

Sta. 356+60

Grade Lowered 2.3'

360

365

-0.42

15 1/2"

t ℄

4 C.

L.O.H. 310 C-Yd. Sta. S.O.H 11,622 Yd. Sta. From S

Emb. 1457

Exc. 85

Emb. 64

365

370

37

330

320

310

300

290

15 1/2"

L.O.H. 310 C-Yd. Sta. S.O.H 11,622 Yd. Sta. From Sta. 397+75

Emb. 1457

Exc. 85

Emb. 64

370

374

Rev.

FORM E-122-X 7-58 1-60

RECEIVED
DEC 31 1960
PCH Files

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

F-145(11)
5840

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 30, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
400 State Highway Building
Salem, Oregon

Re: Right of Way Status
Irrigon-Umatilla Section
Columbia River Highway
Morrow County

Dear Sir:

All right of way has been secured on the Irrigon-Umatilla Section (grading and paving), either by option or condemnation, except File Nos. 31587 and 31592 - Brownell - $910.

These files will be cleared by filing a complaint in condemnation today.

Very truly yours,

D. H. [illegible]
Assistant Right of Way Engineer

DHM:mr

cc: Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. H. L. Porter

NOTED
FORREST COOPER

APPROVED

F-145(11)

58 40

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project F-145(11)

We have today approved the P. S. and E. documents for Oregon Project F-145(11), Irrigon-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Porter
Edwards

NOTED
FORREST COOPER

RECEIVED
NOV 1960
ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS
FOR FILES

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWGR
F-145(11)
5840

18 November 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Reference is made to your letter of 1 November 1960 which concerns the adjustments which must be made to U.S. Highway 730 as a result of the John Day Project. The estimate which was conveyed with this letter has been based on the information contained in various Design Memorandums for the John Day Project which have considered that the maximum flow in the Columbia River would be 1,050,000 c.f.s., and the profile of the highway has been established accordingly.

Since the establishment of this criteria for the project, negotiations have been progressing between the United States and Canada for joint control and use of the Columbia River to such an extent that we now consider the treaty will be an accomplished fact by the time the John Day Reservoir is filled and the additional flood control storage which will be realized by the treaty will be available for the control of the Columbia River. This indicates that an 1894 flood can be controlled so that the maximum flow in the John Day Pool will be 720,000 c.f.s. In view of the fact that the work on U.S. Highway 730 can be delayed until only a year prior to the raising of the pool we are proposing two alternates for your consideration.

The first alternate is that any proposed raising or relocation of Highway 730 be excluded from the proposed agreement between our respective offices until such a time as the details and timing of the proposed Canadian and United States treaty are known, or secondly that we assume that the treaty will become effective and the work on U.S. Highway 730 be based on a freeboard of five feet above the flow of 720,000 c.f.s.

NPWGR 18 November 1960
Mr. W. C. Williams

If the second alternate is adopted a lump sum amount for you to reconstruct or relocate this highway can be included in the agreement presently planned and the construction estimate should be revised accordingly.

To aid you in making this decision we are transmitting a backwater profile for a flow of 720,000 c.f.s. and, under separate cover, topographic maps of the area east of Boardman and extending to approximately two miles east of Irrigon, including a major portion of the topography between Highway 730 and the Columbia River. This information indicates that Area I can be reduced one quarter mile, Area II reduced approximately one-half mile, Area III reduced approximately 900 feet, and Area IV eliminated in its entirety when using this revised criteria. These maps also indicate that in Area I the pool will be in direct contact with the highway embankment but only seepage affects the other areas, and also that the portion of the pool in contact at Area I would be connected to the main reservoir area by a long and tortuous channel. Under this condition the possibility of wave action affecting the stability of the highway embankment is so small as to be ignored and therefore no necessity for riprap exists.

I request, that if at all possible, your decision as to which of these two proposed alternates you desire be reached prior to our meeting of 29 November 1960, so that the agreement contract can be consummated without further delay.

Sincerely yours,

E. C. Franzen

E. C. FRANZEN
Chief, Engineering Division

2 Incls
1. Profile
2. Maps, 21 sheets
(under sep cover)

RECEIVED
NOV 21 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV - 3 1960
FOR FILES
F-145(11)

5840

Boardman - Umatilla

November 1, 1960

The District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

We are transmitting to you estimates and supporting data for the areas of existing Oregon State Highway No. 2, U. S. Highway 730, which must be raised as a result of the John Day Dam Project.

On August 25, 1960, Mr. C. G. Hansen and Mr. J. E. Morelock made a field inspection of the area. A question was raised as to whether or not riprap was necessary. Mr. C. G. Hansen said the Walla Walla District would make a study of the wave heights in the area and forward its findings to the Highway Department. As of the time this estimate was made, we had not received that information. We have our estimate set up in alternate form. Alternate A has three feet of riprap on all fills exposed to the normal pool. Alternate B has a two-foot gravel blanket on all fills also exposed to the normal pool.

The job is estimated on two twelve-foot travel lanes with eight-foot shoulders. A four-inch gravel blanket has been placed on all fill slopes over three feet high to protect the slopes from wind erosion.

It is our desire that Alternate A be accepted if riprap is necessary and that Alternate B be used if riprap is not needed.

Very truly yours,

W. C. Williams
State Highway Engineer

GCW:fp ms

cc Mr. Forrest Cooper
Mr. Tom Edwards

Alt. 1:
Cross sections - Boardman Jct. - Umatilla Jct. 1"=10'
" 1"=20'
Plan & Profile - " " " " " Locations
Submitted to John Day Dam Proj

U.S. HWY. NO. 730

BOARDMAN-UMATILLA SECTION

QUANTITY SUMMARY AND COST ESTIMATE

MORROW AND UMATILLA CO.

TOTAL ALTERNATE "A"

ITEM	UNIT	NET	10% ALLOW	GROSS	PRICE	AMOUNT
Clearing and Grubbing	All					$ 1,000
Drainage Excavation	Cu. Yd.	198	20	218	$ 3.00	654
Embankment in Place	Cu. Yd.	223,739	22,374	246,113	0.55	135,362
Loose Riprap in Place	Cu. Yd.	6,128	613	6,741	6.00	40,446
Finish Roadbed and Slopes	Mile	3.72	- - - -	3.72	1,000.00	3,720
18-inch C.M.P.	Lin. Ft.	758	76	834	5.00	4,170
36-inch C.M.P.	Lin. Ft.	208	21	229	14.50	3,321
Coarse Crushed Material in Base	Ton	48,279	4,828	53,107	1.30	69,039
3/4"-0 Material in Base	Ton	9,536	954	10,490	1.40	14,686
Sprinkling	M-gal.	1,430	143	1,573	3.00	4,719
BC-3 Asphalt in Binder	Ton	131	13	144	46.00	6,624
3/4"-0 Material in Binder	Cu. Yd.	785	79	864	3.75	3,240
Preparation of Base	Mile	3.72	- - - -	3.72	250.00	930
Class "B" Asphaltic Concrete	Ton	13,370	1,337	14,707	4.00	58,828
85-100 Asphalt in Mix	Ton	802	80	882	36.00	31,752
Asphalt in Tack	Ton	9	1	10	100.00	1,000
Metal Guard Rail	Lin. Ft.	6,000	600	6,600	3.00	19,800
Metal Guide Posts	Each	83	8	91	6.75	614
Gravel Slope Protection	Cu. Yd.	1,888	189	2,077	1.25	2,596
				SUBTOTAL		$402,501
		Signing				650
		Flagging				1,600
						$404,751
		+ 10% Engineering and Contingencies				40,475
		TOTAL				$445,226

U.S. HWY. NO. 730

BOARDMAN-UMATILLA SECTION

QUANTITY SUMMARY AND COST ESTIMATE

TOTAL ALTERNATE "B"

MORROW AND UMATILLA CO.

ITEM	UNIT	NET	10% ALLOW	GROSS	PRICE	AMOUNT
Clearing and Grubbing	All					$ 1,000
Drainage Excavation	Cu. Yd.	198	20	218	$ 3.00	654
Embankment in Place	Cu. Yd.	223,739	22,374	246,113	0.55	135,362
Finish Roadbed and Slope	Mile	3.72	- - - -	3.72	1,000.00	3,720
18-inch C.M.P.	Lin. Ft.	758	76	834	5.00	4,170
36-inch C.M.P.	Lin. Ft.	208	21	229	14.50	3,321
Coarse Crushed Material in Base	Ton	48,279	4,828	53,107	1.30	69,039
3/4"-0 Material in Base	Ton	9,536	954	10,490	1.40	14,686
Sprinkling	M-gal.	1,430	143	1,573	3.00	4,719
RC-3 Asphalt in Binder	Ton	131	13	144	46.00	6,624
3/4"-0 Material in Binder	Cu. Yd.	785	79	864	3.75	3,240
Preparation of Base	Mile	3.72	- - - -	3.72	250.00	930
Class "B" Asphaltic Concrete	Ton	13,370	1,337	14,707	4.00	58,828
85-100 Asphalt in Mix	Ton	802	80	882	36.00	31,752
Asphalt in Tack	Ton	9	1	10	100.00	1,000
Metal Guard Rail	Lin. Ft.	6,000	600	6,600	3.00	19,800
Metal Guide Post	Each	83	8	91	6.75	614
Gravel Slope Protection	Cu. Yd.	5,973	597	6,570	1.25	8,213
				SUBTOTAL		$367,672
	Signing					650
	Flagging					1,600
						$369,922
	+ 10% Engineering and Contingencies					36,992
	TOTAL					$406,914

Patterson
Area III
Area IV
9.8
11.7
AND
Ridge
Creek
ISLAND
BLALOCK
Coyote Island
RAILWAY
BOARDMAN
Pop. 134
Boardman Junction
Clarke
Main Canal
OREGON
WASHINGTON
RAILROAD
INTERSTATE
NAVIGATION
BOARDMAN OASIS STATE PARK
COYOTE SPRING
FAP
FAS
30
32
730

A-11-26

T-11-S

G

Paterson

R26E

T

BENTON

O

R27E

COUNTY

Area III

Paterson Junction

9.8

FAP

RIVER

S. P. & S. RY.

O.W.R.&N.

FAP 3

32

73

31

CARDMAN OASIS STATE PARK

Area II

IRRIGON

Pop. 241

1

Area IV

6

36

Main

Area I

31

33

Extension

West

Clarke

RAILROAD AND NAVIGATION CO.

11.7

FAP

UMATILLA

ORDNANCE

DEPOT

Munley

T 4

FAP 30

RECEIVED
OCT 31 1960
FOR FILING
F-14.5 (11)
5840

October 25, 1960

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Boardman. Umatilla
Irrigon. Umatilla

Dear Governor Hatfield:

I have your note of October 21 attached to a letter from the City of Irrigon. We had practically an identical letter from the Mayor with the same date as the one to you which we answered on October 20, copy attached.

We have no idea where this rumor could have started, as we never had any plans that would call for a change at Irrigon such as Mayor Adams mentions.

I am attaching a suggested draft for your consideration.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams

SUGGESTED LETTER

Honorable Donald L. Adams
Mayor, City of Irrigon
Irrigon, Oregon

Dear Mayor Adams:

I have checked with the State Highway Department on the matter brought up in your letter of October 13; namely, a rumor that there were plans to move the rerouted highway some 1,000 feet southerly of the town of Irrigon.

The Highway Department has no knowledge of where this rumor could have started and informed me that it has no substance. It has also given me a copy of its letter to you dated October 20 on this subject.

I can well understand the concern that rumors of this kind can cause to communities and I am happy to tell you that the Highway Commission is not now considering nor has it ever considered such a proposal.

City of Irrigon

IRRIGON, OREGON
Oct.13,1960

Honorable Mark Hatfield
Governor,State of Oregon
State Capital
Salem,Oregon

Honorable Sir:

Word has come to the City Council,that the latest plans of the Planning Commission are to by-pass Irrigon.

The Council has been told that the highway survey is being moved some thousand feet south.

The question arises in their minds why this is being done, when the State Highway Commission assured the people,at their hearing held here on July 26,of this year that the final survey had been made,which would go thru the Town of Irrigon,and which was satisfactory to more than one hundred interested citizens at the hearing.

There is no need to go into detail on the letters,from high officials of the State,assuring the people of Irrigon that the highway would go thru Irrigon,Therefore it is only natural the great concern felt over this rumor,which we sincerely trust is unfounded and untrue.

Very Sincerely
Donald L. Adams,Mayor
Donald L. Adams

Letters are being mailed to:

Mr. Robert H. Tarr,Director of Planning And Development Commission
State office Building,Portland

Mr. W.C. Williams,State Highway Engineer
Salem,Oregon

RECEIVED
OCT . 1960
FOR FILING
F-145(11)
5840

October 20, 1960

Honorable Donald L. Adams
Mayor, City of Irrigon
Irrigon, Oregon

Dear Mayor Adams:

This will acknowledge your letter of October 13 in which you bring up the subject of a change in the highway location at Irrigon.

It would be interesting to know where your information came from re this, as the Highway Department has no knowledge of it nor do we have any plans for making any change that would miss Irrigon some 1,000 feet to the south. In fact, no change is contemplated from the route explained at the public hearing.

We are completely in the dark re this rumor.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Forrest Cooper
FC:fn ms

City of Irrigon

IRRIGON, OREGON
Oct. 13, 1960

REFERRED TO Cooper
State Highway Engineer

Mr. W.C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Word has come to the City Council, that the latest plans of the Planning Commission are to bypass Irrigon.

The Council has been told that the highway survey is being moved some thousand feet South.

The question arises in their minds why this is being done, when the State Highway Commission assured the people, at their hearing held here on July 26 , of this year, that the final survey had been made, which would go thru the town of Irrigon, and which was satisfactory to more than one hundred interested citizens, at the meeting.

There is no need to go into the telegrams and letters from Governor Hatfield and other high officials of the State, assuring Irrigon, the highway would go thru Irrigon, therefore it is only natural the great concern felt over this rumor , which we sincerely trust is unfounded and untrue.

yours truly

Donald L. Adams, Mayor
Donald L. Adams

RECEIVED
OCT 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
OCT 21 1960
FOR FILE
F-145(11)
5840

NOTED
W. C. WILLIAMS

18 October 1960

Mayor Donald L. Adams
City of Irrigon
Irrigon, Oregon

Dear Mayor Adams:

Confirming the telephone call made to you this date in response to your letter of 13 October 1960, please be advised that the Department of Planning and Development has taken no action towards proposing a change in the location of the highway between Umatilla and Boardman.

The matter of loss of industrial property by running highways immediately adjacent to railroad rights of way is of a continuing concern to the Department. Our role however is advisory. It is the role of the community itself to point up highway needs and to bring to the attention of appropriate highway officials any impairment of the community's economic future by improper or inadequate highway planning.

Let me reiterate that this Department is here to serve the needs of the community not to force its views upon the community. As a consequence we will take no action to support a change in the routing of the highway between Boardman and Umatilla unless we are requested by the citizens affected.

Sincerely,

R. H. Tarr
Director

RHT:dr
cc Governor Mark O. Hatfield
W. C. Williams ✓

NOTED

RECEIVED
OCT 24 1960
OREGON
STATE HIGHWAY COMMISSION

City of Irrigon

[redacted], Oregon
Oct. 13, 1960

Mr. Robert H. Tarr
Exec. Director, Planning & Development
State Office Building
Portland, Oregon

Dear Mr. Tarr:

Word has come to the attention of the City Council, that the latest plans of the Planning and Development Commission are to by-pass the City of Irrigon.

The Council has been told that the highway survey is being moved some one thousand feet south.

The question which arises in minds, is why this is being done? When the State Highway Commission assured the people, at their public hearing held here on July 26, of this year that the final survey had been made, which would go thru the Town of Irrigon, and which was satisfactory to more than one hundred interested citizens at the hearing.

There is no need to go into detail on the letters and telegram from Governor Mark Hatfield, and high Officials of the State assuring the people of Irrigon that the highway would go thru Irrigon, as originally planned.

Therefore it is only natural the great concern felt over this rumor, which we sincerely trust is unfounded and untrue. Letters are being mailed to Governor Mark Hatfield and to Mr. W.C. Williams, State Highway Engineer.

Very Sincerely

Donald L. Adams, Mayor.

RECEIVED
SEP. 1960
FOR FILING
F-145(11)
5140

September 28, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under separate cover, I am sending you four sets of the cross-sections of our proposed highway construction in the Irrigon-Umatilla area, US730. Each set consists of three parts of Drawing 88-19-17.

This is in response to your letter of August 31, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 31, 1960

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

IRRIGON-UMATILLA SECTION, U. S. 730

Referring to cross-sections accompanying your letter of August 25th, it is noted that only sections through the slope easements are shown. It would be appreciated if you would furnish cross-sections through the regular easement areas; four (4) sets of prints will be required.

That we may have a better understanding of the project, will you please advise if the reconstruction will be a two or four-lane road; also whether there will be access restrictions?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
SEP 6 - 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP - 1 1960
FOR FILING
F-145-(11)
F 5840

September 6, 1960

Irrigon-Umatilla

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of August 16, I sent you prints from our Drawings 8B-18-20 and 8B-18-21 showing areas which we desire to purchase from you on the Irrigon-Umatilla Section of US730.

I am attaching hereto descriptions of these areas prepared by our Right of Way Department which may be of some use to you in processing this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ac

cc to: Mr. W. C. Williams

FORM E-30 EOM 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 1, 1960

SUBJECT: File No. 31594
Irrigon-Umatilla Section
Columbia River Highway
Morrow-Umatilla Counties

To: Mr. G. S. Paxson
Assistant State Highway
Engineer
O f f i c e

I have received a copy of your letter of August 16, 1960, addressed to Mr. Baker of the Union Pacific Railroad Company. I note that you have applied through Mr. Baker for the areas which we propose to purchase on this file.

We are, at the present time, appraising the areas under Parcels 1, 2 and 3. When a figure has been determined, I will forward it to you, so that you may have the necessary information to complete the acquisition.

Attached, for your information, are descriptions of Parcels 1 through 3. Maps were previously submitted to you by Floyd Scott.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:zg

Attachments

RECEIVED

DESCRIPTION ONLY

Union Pacific Railroad Company

Irrigon-Umatilla Section

Morrow and Umatilla Counties

File No. 31594
HRS 7-27-60
8B-18-20 8B-18-21

Columbia River Highway

R/W

PARCEL NO. 1

A parcel of land lying in the SE¼ of Section 24, Township 5 North, Range 26 East, W.M., and in the SW¼ of Section 19, Township 5 North, Range 27 East, W.M., Morrow County, Oregon; the said parcel being that portion of the U. P. R. R. right of way situated in said Sections, lying Southerly of a line which is parallel to and 50 feet Southerly of the center line of the main track of the U. P. R. R. Company and lying between lines at right angles to said railroad center line at Station RR 4178+00 and Station RR 4197+50, said Station RR 4178+00 being 500 feet North and 535 feet West of the Southeast corner of said Section 24, Township 5 North, Range 26 East, W.M.

The parcel of land to which this description applies contains 2.25 acres.

PARCEL NO. 2

A parcel of land lying in the SW¼SE¼ of Section 19, Township 5 North, Range 27 East, W.M., Morrow County, Oregon; the said parcel being that portion of the U. P. R. R. right of way situated in the SW¼SE¼ of said Section 19, lying Southerly of a line which is parallel to and 50 feet Southerly of the center line of the main track of the U. P. R. R. Company, bounded on the West side by the West line of said SW¼SE¼ and bounded on the North by the North line of said SW¼SE¼.

The parcel of land to which this description applies contains 0.51 acre.

PARCEL NO. 3

A parcel of land lying in Sections 20 and 21, Township 5 North, Range 27 East, W.M., Morrow County, in Sections 22, 15, 14 and 13, Township 5 North, Range 27 East, W.M., Umatilla County and in Section 18, Township 5 North, Range 28 East, W.M., Umatilla County, Oregon; the said parcel being that portion of the U. P. R. R. right of way situated in said Sections lying Easterly of the West line of Section 20, Township 5 North, Range 27 East, W.M., and Southerly of the following described line:

Beginning on the West line of said Section 20, Township 5 North, Range 27 East, W.M., at a point 50 feet Southerly from (when measured at right angles to) the center line of the main track of the said U. P. R. R. Company; thence Easterly parallel to and always 50 feet Southerly of said center line to a point opposite Station RR 4257+00; thence Northerly at right angles to said center line 20 feet; thence Easterly parallel to and always 30 feet Southerly of said center line to a point opposite Station RR 1433+00; thence Southerly at right angles to said center line 20 feet to the Southerly right of way line of said U. P. R. R. Station RR 1433+00 is approximately 150 feet North and 410 feet East of the center of said Section 18, Township 5 North, Range 28 East, W.M.

The parcel of land to which this description applies contains 31.7 acres.

fd/

RECEIVED
AUG 25 1960
FOR FILING

F-145(11)

5540

August 25, 1960

Boardman-Umatilla
Irrigon-Umatilla

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under separate cover, I am sending you four prints from our Drawing 88-19-3A, dated July 1960, which are the cross-sections for the proposed reconstruction of the Columbia River Highway between Irrigon and Umatilla.

I am also sending two prints of an encroachment map, which is our Drawing 88-19-3, dated July 1960, which would supplement the maps sent you with my letter of August 16. These maps show the area outside of the area we propose to purchase from you which would be occupied by fill slopes corresponding to the above-mentioned cross-sections.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ae

cc to: Mr. W. C. Williams

RECEIVED
SEP - 6 1960
FOR FILING

F-145(11)
=5840

Agenda Y g-6

August 25, 1960

Hon. Archie W. Easton, Mayor
City of Umatilla
Umatilla, Oregon

Dear Mayor Easton:

The State Highway Commission at its meeting on August 18, 1960 adopted a survey concerning improvement of the Boardman Junction-Umatilla Section of the Columbia River Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 221).

You will recall that a public hearing on this project was held in Irrigon on July 26, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
rj

cc: Umatilla County Court

F-145(11)

August 25, 1960

Hon. Donald L. Adams, Mayor
City of Irrigon
Irrigon, Oregon

Dear Mr. Adams:

The State Highway Commission at its meeting on August 18, 1960 adopted a survey concerning improvement of the Boardman Junction-Umatilla Section of the Columbia River Highway. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 221).

You will recall that a public hearing on this project was held in Irrigon on July 26, 1960 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
rj

cc: Morrow County Court

F-145(11)
5940

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 24, 1960

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Boardman-Umatilla Section, U.S. 730

Referring to the encroachments between Irrigon and Umatilla, requested in your letter of August 16, 1960:

Will you please favor me with cross-sections of the proposed encroachments? Four (4) sets of the prints would be appreciated.

Yours very truly,

G H Baker mp

G. H. Baker,
Superintendent

RECEIVED
AUG 25 1960
OREGON
STATE HIGHWAY COMMISSION

G. S. PAXSON

RECEIVED
1960
FOR FILING
F-145(11)
#5841

August 16, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Boardman Junction-Umatilla section of the Columbia River Highway. A public hearing was held on this route in the city of Irrigon on July 26. All appearers at the hearing spoke in favor of the project.

The total cost of the project is estimated to be $2,000,000, of which approximately $400,000 is interstate funds for the construction of the interchange with U.S. 30. Sections of the existing highway will be inundated by backwater from the John Day Dam when it is completed. The Corps of Engineers, through an agreement, are to reimburse us for the cost of raising the old highway in kind which is presently estimated at $300,000.

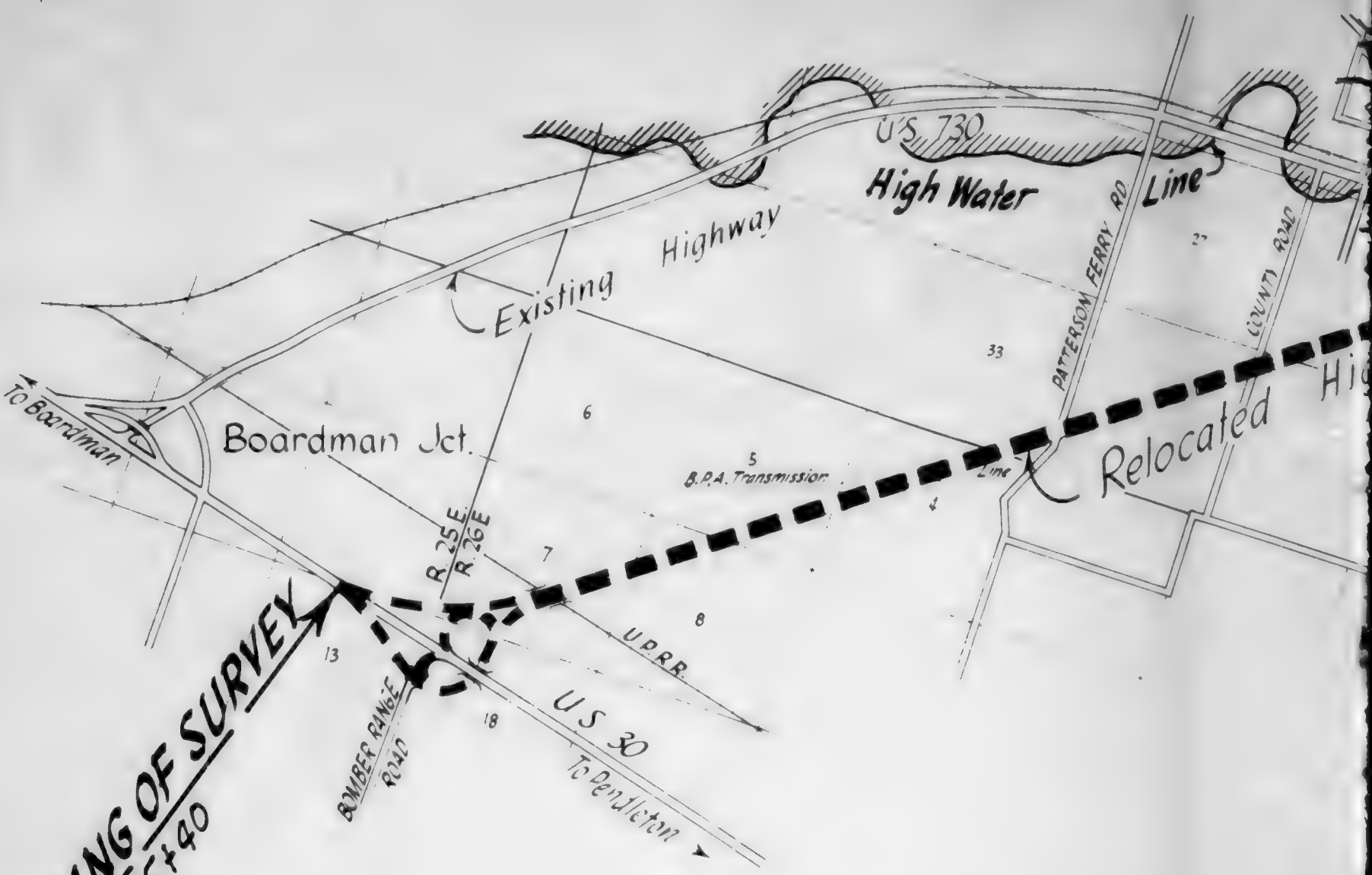
The balance of the funds for this project was approved by you in Program 6. I am attaching a map for your information. The length of this section is 15.3± miles and I request your approval of the survey and authority to purchase the necessary rights of way.

This will be on the agenda for your action August 17-19.

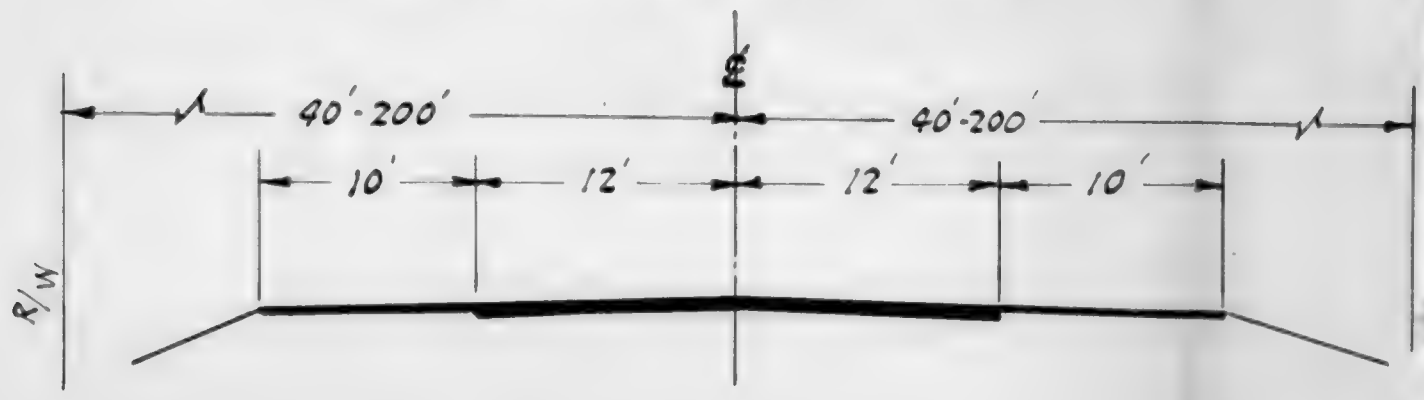
Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. Forrest Cooper
Mr. Tom Edwards
MR. WRIGHT
DJB:jk ms



TYPICAL SECTION



15.01 Mi.

Columbia River

O.W.R.R. & N. CO.

ORE. 32

US 730

IRRIGON

Located Highway

ine

COUNTY ROAD

340 ST W

340 ST W

DILLON ST

EQUA. 397+41.99 = 28+48.94=

CO.

CO.

MORROW

UMATILLA

T. 5 N.
T. 4 N.

R. 26 E.
R. 27 E.

R. 27 E.
R. 28 E.

APPROVED
Orry Coburn
DEPUTY STATE HIGHWAY ENGINEER
August 16, 1960
DATE

R/W

OREGON STATE
Surv
BOARDMAN JC
COLUM
MORROW A
Scale: 1"=1 Mi
DRG.

For details see Drg. No.

IR-3-1283

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

BOARDMAN JCT.- UMATILLA SECTION

COLUMBIA RIVER HIGHWAY

MORROW AND UMATILLA COUNTIES

Scale: 1"=1 Mi. Aug., 1960

DRG. NO. IR-3-1283

For details see Drg. No. 8B-18-20, 8B-18-21, 8B-19-1, 8B-19-2., July, 1960

RECEIVED
FORM E-30X—37,800—8-57—[illegible]
[illegible] 1960

FOR FILING
F-145(11)
#5340

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1960

SUBJECT:
Irrigon-Umatilla Section
Columbia River Highway
Morrow & Umatilla Counties

To:
Mr. W. T. Wright
Right of Way Engineer
Office

Attached is a description and authorization covering the Union Pacific Railroad property on the subject section.

Preliminary prints of right of way tracing 8B-18-20 and 8B-18-21, were handed to Mr. Paxson on August 15, 1960.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: Mr. G. S. Paxson

G. S. PAXSON

RECEIVED
AUG 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 17 1960
FOR FILING
F-145(11)
5541

August 16, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

The State is planning the reconstruction of US730 between Boardman and Umatilla. Between Irrigon and Umatilla this highway parallels your railroad. We understand that this line from Umatilla to Irrigon has been practically abandoned as far as the movement of freight is concerned, and that it is now primarily used as a storage track. We would like to purchase a considerable area lying south of your tracks for our reconstruction.

I am sending you, under separate cover, maps of this section, which are our Drawings SB-18-20, Part 1 of 2 Parts, and SB-18-21, Part 2 of 2 Parts. On these maps we have shown the area which we desire to purchased outlined in yellow. In a few places our construction would involve slopes running slightly beyond the area which we would purchase, and we would request that you consider giving us easements for these slope encroachments. They are shown colored in blue on the maps.

This is a project scheduled for early construction, and we would appreciate your advice as to whether this proposal is acceptable to your company. We will later on provide easement maps and descriptions covering the property.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ss

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. Walter T. Wright

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1960

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

SUBJECT: Survey Approval Map
Boardman Jct.-Umatilla Section
Columbia River Highway

Attached are 13 copies of the above named survey approval map along with a suggested letter for submission to the Commission.

The Commission approved monies for this project in Programs 5 and 6 and the Corps of Engineers are to reimburse us for raising inundated areas of the old highway in a sum presently estimated at $355,000.

Edw mention cost

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:JK

Letter to Commission sent them 8.

Attachment

RECEIVED
AUG 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

y

RECEIVED
JUL 13 1960
FOR FILING

F-145(11)

"58W"

July 12, 1960

Honorable A. W. Easton
Mayor, City of Umatilla
Post Office Box 120
Umatilla, Oregon

Honorable Donald L. Adams
Mayor, City of Irrigon
Irrigon, Oregon

Gentlemen:

I write this in reply to a letter from the City of Umatilla dated June 29 and from the City of Irrigon dated July 7.

Coincident with making our plans for relocation of the highway occasioned by construction of the John Day Dam, attention was given to relocation of Highway 30 between Boardman Junction and Irrigon. Our studies indicated that a better highway could be constructed more cheaply by moving two or three miles easterly of the existing road, intercepting the existing road in Irrigon; consequently, surveys proceeded on this idea. We were later informed that this area might be considered as a part of an industrial site; therefore, a study was made of moving the line farther to the east to avoid interference. We have subsequently learned that there are now no plans which would involve the area of our original location, and it is probable that this will be the adopted route. There are several advantages to this route over the existing route. I will name a few:

1. It would be simpler to build, as there would be no interference with traffic during construction.

2. A better and safer line and profile can be had, which would make for a more modern and safe road.

3. The new line would be slightly cheaper.

4. This line would also not cause too much disruption in Irrigon.

The reconstruction of Highway 30 from the Boardman area to Umatilla would in no way be involved or retarded by the construction of Highway 30 from Boardman to Stanfield Junction. Highway 30, or Interstate 80N, will be built as a part of the National System of Interstate and Defense Highways and is financed by interstate funds, which funds would not be eligible for use on roads other than the Interstate System.

I appreciate your interest in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Governor Mark O. Hatfield - This will take care of the matter referred to in your note of July 7.

Mr. Forrest Cooper

City of Irrigon

IRRIGON, OREGON

July 7,1960

REFERRED TO
Cooper
By State Highway Engineer

Mr. W.C. Williams
State Highway Engineer
State Highway Building
Salem,Oregon

Dear Mr. Williams:

As a result of a recent conversation with Umatilla,we have learned that surveys are continuing on that portion of US730 from Umatilla to Boardman.

This past week we talked over this stretch of US730 with Umatilla,which they had previously discussed with the State Planning and Development Department.The Department related that the moving of US730-US30 interchange to an easterly point was no longer a prime factor in the development of the Industrial Park they are putting together.

N ow that the Planning Department's program for the area has been cleared up and no further justification exists on the part of that Department for the re-location of highways,we are wondering why the original plan of filling,widening and improving the present route between Boardman,Irrigon and Umatilla is not being adhered to, As originally planned,the State Highway Department and Irrigon were in complete accord with their program.

In view of continuing surveys,the purpose being the moving of the present interchange easterly,we can see no economical justification for doing so,since US730 ,as it is now,is more of a traffic bearer than US30 from Boardman to the Stanfield Junction.

We know,full well,that you are acquainted with the Irrigon area and that the people are highly dependent on this volume of traffic and the large tourist trade.Thus we have a great amount of money invested here.Irrigon feels the plan for the extension of a four lane highway from Boardman to the Stanfield Junction is not justified since the traffic load is not there but on US730.

Thus we cannot stress to heavily the fact that our economy at this time should be made or forced to go thru further handicaps.

In closing, may we state,the changing of the present route of US730 and the point of inter-change with US30 would not be justifiable because:

To widen,fill and improve the present highway where the State already owns the right-a-way,and already has an over pass,is much more economical than a new interchange of seven miles of new highway.

Also the current traffic count is many times greater as shown by actual count,from your office,on US730 between Boardman,Irrigon and Umatilla than on US30 between Boardman and the Stanfield Junction.

Tourist industry in this Irrigon section is their number one income.Incidentally,we understand that incomes from tourists rates high in Oregon and that it is the third largest industry in the State.Thus tourist industry cannot be overlooked.

City of Irrigon

IRRIGON, OREGON

July 7,1960

And further more,in no way should we under estimate the completion of portions of the Lola Pass thru Montana-Idaho which will no doubt,double the traffic count of US730 thru Irrigon to Boardman.

In view of the above facts and the many other advantages not mentioned ,we trust you will study and advise your department and decide in the best interests of the people ,and that the reconstruction of the present route will be maintained and this work can commence in the very near future.

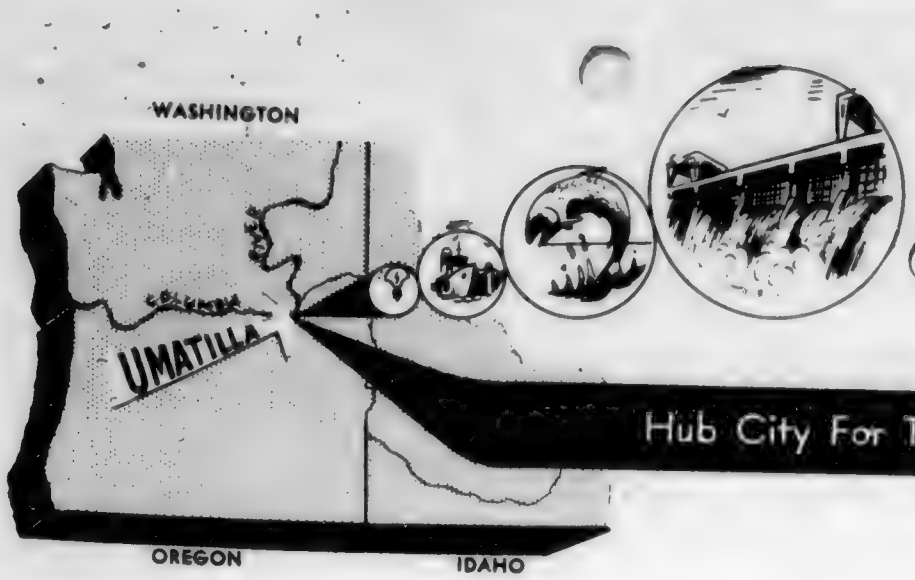
We would appreciate an early reply as to your views in this important matter.

Sincerely yours
Donald L Adams
Donald L. Adams
Mayor

cc-Governor Hatfield
Warne Nunn
Robert Tarr
Mayor of Umatilla

RECEIVED
JUL 11 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER



City of Umatilla

Hub City For The Columbia River Basin And Pacific Coast

Telephone 444
P. O. Box 120
UMATILLA, OREGON

June 29, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

As a result of recent conversations with your construction division, we have learned that survey's are continuing on that portion of US730, from Umatilla to Boardman.

This past week, we discussed this stretch of US 730 with the State Department of Planning and Development, and they related that the moving of the US 730-US30 interchange to an easterly point, was no longer a prime factor in the development of the Industrial Park they are putting together.

Now that the Planning department's program for the area has been cleared up and no justification exists on the part of that department for the re-location of highways, we are wondering why the original plan of filling, widening and improving the present route between Boardman and Umatilla is not being adhered to since it was propagated originally by the State Highway Department and we gave our blessing to that program.

We have corresponded with your department a good deal in the past concerning the improvement of the Umatilla to Boardman portion of US 730, and to cite from one of your letters, you related to us, that there were no reasons for not raising and filling the present route and improving the present roadbed and using same, since this would be the most economical method of getting the best job done.

In light of the continuing surveys, the purpose being the moving of the present inter-change easterly, we can see no economical justification for doing so, since US 730 from Boardman to Umatilla is more of a traffic bearer, than US 30 from Boardman to the Stanfield Junction.

Knowing of your intimate knowledge of our area, and that we are highly dependent on servicing this huge volume of traffic and the annual large tourist influx, and we have a great deal of dollars invested here to back that statement up, we can not help but feel,

that your department has as its motive for the movement of the US730-US30 interchange many miles east of the present location, a plan to justify to the Bureau of Public Roads, the extension of a four-lane highway from Boardman to the Stanfield junction, a plan you cannot substantuate at the present since the traffic load is not there, but on US 730.

We certainly do not oppose the construction of a four-lane highway from Boardman to the Stanfield Junction, but our entire commercial and industrial populace, consisting of tax-paying individuals and firms, bearing a heavy burden of taxes alkike at present, are unalterably opposed to such a move, since it appears the moving of the interchange will be made at the expense of our people, now being served and serving the present route of US 730.

I can not stress too heavily that our economy at this time should not be made to or forced to go through further hardships, due to any juggling of our fate by dis-interested parties far removed from the local scene, as presently we are engaged in a costly re-development program to rectify many of our past and current ills and action such as is contemplated by the additional surveys, could create for us additional problems without neeessary funds to correct or overcome.

In closing I would like to set-down a outline of the known facts, which rest in our mutual files, concerning the changing of the present route of US 730 and the point of inter-change with US 30:

1. Overpasses are costly, this would not be needed since your department has adequate passage over the Union Pacific mainline through one that was constructed in the last five years.

2. From costs standpoints, to fill, improve and widen the present route, where the State now has sufficient right-of-way holdings, would be more economical than a new interchange and seven miles of new highway.

3. The current traffic count shows a heavier load borne on US 730 between Boardman and Umatilla, than on US 30 between Boardman and the Stanfield Junction.

4. In keeping with the current state program to parallel the Columbia River where possible for tourist and more scenic traveling, the present route would maintain that status, from the Washington border to the point of inter-change with US 30 at Boardman.

5. The Umatilla Bridge, a large investment and a major port of entry to and from Oregon, would not be as attractive for use under the contemplated changes your surveys will make.

6. Completion of the Montana-Idaho portions of Lolo pass in the near future, will mean a large increase of eastern United States traffic will be arriving into Oregon on US730 and its not unreasonable to estimate that in four years the traffic count of US 730 from Umatilla to Boardman could double.

7. Since the tourist industry is the third largest industry serving the state of Oregon and in our case, it rates number one, any changes in the present route would isolate thousands of investment dollars from servicing the trade, and in reality biting the hand that feeds the tax supported Federal and State highway programs.

8. It was our understanding when the State Highway Commission allocated monies and approved the improvement of that stretch of US 730 from Umatilla to Boardman this past winter, they were putting their stamp of approval to a project calling for re-construction of the present route, with this work to occur this summer and as yet we have not received word to that affect.

I feel confident you will weigh carefully the facts I have outlined above, and that you will steer the future actions of your department where it best serves the interest of our people and that you will do all possible to accelerate the re-construction of the present route so that this work can commence in the near future.

We would be most happy to receive your comments at your very first opportunity.

Sincerely yours,

A. W. Easton

A. W. Easton,
Mayor

cc-Gov. Hatfield
Warne Nunn
Bob Tarr
Mayor of Irrigon
Umatilla Bridge

RECEIVED
JUN 30 1960
OREGON
STATE HIGHWAY COMMISSION

FROM THE DESK OF
MARK O. HATFIELD

July 7, 1960

DUTCH:

We have received a copy of the letter addressed to you by Mayor Easton of Umatilla. It would appear that if there are sound reasons for locating the interchange as presently planned, someone from the department should make an effort to explain these to the people in the area.

M.O.H.

REFERRED TO
Cooper
By State Highway Engineer

RECEIVED
JUL 8 1960
OREGON
STATE HIGHWAY COMMISSION

F 145 (A)
58-1

MARK O. HATFIELD
GOVERNOR

ROBERT H. TARR
DIRECTOR

STATE OF OREGON
DEPARTMENT OF PLANNING AND DEVELOPMENT
STATE OFFICE BUILDING
PORTLAND

6 July 1960

REFERRED TO
Cooper
by State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Dutch:

Reference is made to the 29 June 1960 letter of Mayor Easton of Umatilla, Oregon, and of our telephone conversation of 5 July 1960.

Further negotiations with industrial representatives have indicated to the Department of Planning and Development that there is no longer any need to consider moving the highway interchange of US 730 and US 30. These representatives have indicated that a corridor from the Columbia River would be more appropriately located to the Northwest of the range rather than to the Northeast. I do not mean to imply by this that the original corridor is without industrial potential. However, in the plans for a Space Age Industrial Park for Oregon, this Department can no longer justify a change in highway plans in the area on the basis of industrial need.

Very truly yours,

-Bob

Robert H. Tarr
Director

RHT:lc

cc: Mayor Easton, Umatilla.

RECEIVED
JUL 8 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 8 1960
OREGON
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1960
FOR FILING

F-145(11)

#5840
To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 7, 1960

SUBJECT: Relocation of Highway Through Irrigon

1562

Mr. Forrest Cooper
Deputy State Highway Engineer
Salem

NOTED
W. C. WILLIAMS

Pursuant to your letter of February 23, 1960, addressed to Mrs. Marguerite Houghton at Irrigon; please be advised that I stopped there last Friday, March 4th.

Mrs. Houghton had gone east and would not be back for a month.

I did, however, stop and see Don Adams, the Mayor, and discussed our preliminary planning; giving them the idea that there was nothing definite at the present time.

A. F. Parson
Division Engineer

AFP:gb
cc - Mr. Tom Edwards

RECEIVED
MAR - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 9 1960
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21 1960
FOR FILING

Count
Dist
Cal. & Hwy. (Legal)

February 23, 1960

1562

Mrs. Marguerite Houghton
Recorder
City of Irrigon
Irrigon, Oregon

Dear Mrs. Houghton:

Reply is made to your letter of February 12 concerning the relocation of the highway through Irrigon. Our plans are not definite in this area at this time due to the necessity of dealings with the Union Pacific Railroad, the holding of hearings in Irrigon, if necessary, et cetera.

Briefly, however, it is our plan to improve South Main Street to a 2-lane section, the lanes being 12 feet wide and shoulders 10 feet in width. The added area necessary for this increase in width will be secured, if possible, from the Union Pacific Railroad so that businesses and residences fronting on the street will not be disturbed. This, of course, is dependent upon our ability to secure this area from the Union Pacific. At present, South Main Street is straight from approximately 15th Street westerly to Fifth Street. The early planning stages indicate that the street should be extended on a straight line westerly from Fifth Street and thence east leaving Irrigon, swing to the south to contact the old Oregon Trail Highway.

These plans, as noted above, are not in any sense firm, but we will by a copy of this letter request our Division Engineer, Mr. A. F. Parson, to call on you and discuss the preliminary planning with you.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parson

City of Irrigon

IRRIGON, OREGON
Feb.12,1960

REFERRED TO Cooper
for State Highway Engineer

Mr. W.C. Williams
State Highway Engineer
Salem,Oregon

Dear Mr. Williams:
The Council of the City of Irrigon,would very much appreciate (730)
if you could give us information on the present State highway
thru Irrigon.

All are deeply concerned,not only the places of business but residents as well,to learn if the highway is to be relocated,and if so where? or the present highway will be widened?

If you have an engineer in the area who could talk to the Council it would be greatly appreciated.

May we hear from you in the very near future? Thank you.

yours truly
Mrs. Marguerite Houghton,Recorder

Marguerite Houghton

Edw.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1960
STATE HIGHWAY COMMISSION

RECEIVED
JAN 29 1960
FOR FILING
F-145 (11)

January 29, 1960

Mr. Michael Scharaga, Jr.
Administrative Assistant
City of Umatilla
Umatilla, Oregon

Dear Mr. Scharaga:

At the time our hearing was held in Boardman with respect to the Interstate route through Boardman, I advised you that we would, in all probability, hold hearings in February on the relocation of US730. Since that date, the Commission has seen fit to allocate additional funds to the relocation of this section, and we have crews actively engaged on a forced draft basis on the section between Irrigon and Umatilla.

It is our desire to cover the entire situation in one hearing, and it is possible that this will be delayed somewhat. I cannot advise you as to the exact date, but most certainly it will be delayed into March. When the surveys are completed, we will forward you, in large detail, maps covering the interchange sites, et cetera.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw me

cc Mr. Forrest Cooper
Mr. Tom Edwards

Mr. Edwards: Don't forget.

F.C.

A. W. EASTON
MAYOR

MIRIAM McKENZIE
CITY RECORDER

City of Umatilla

"HOME OF McNARY DAM"
UMATILLA, OREGON

January 18, 1960

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Dear Mr. Edwards:

At the recent Boardman hearing you mentioned that your department would hold a hearing on highway 730 re-location in February at Umatilla.

Would you kindly advise us when the actual date of the hearing will be held here.

Many thanks for the small scale sketch maps and when the surveys are completed we would appreciate enlarged detail maps covering 730 and the inter-change with 730 of inter-state 82 at the Umatilla Bridge.

Sincerely yours,

Michael Scharaga Jr.
Administrative Assistant

MS:bj

B/ap

CONSTRUCTION DIVISION
RECEIVED
JAN 20 1960
NOTED-☐☐☐☐☐
CE ACE ACE CDE

RECEIVED
JAN 19 1960
FOR FILING
F-145(11)
#5840

January 18, 1960

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Attached hereto are two copies of a location prospectus for the Irrigon-Umatilla Section of the Columbia River Highway in Umatilla and Morrow Counties. While we will not be crossing your tracks, there may be longitudinal encroachments involved in the project. No data is available at this time as the survey is just starting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. R. M. Brown
Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
JAN 5 1960
FOR FILING
F-145(11)
#5840

1-7-60

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
IRRIGON-UMATILLA SECTION
COLUMBIA RIVER HIGHWAY
MORROW AND UMATILLA COUNTIES

The following prospectus is submitted concerning the above-mentioned section of the Columbia River Highway, which is a State Primary facility on the Federal Aid Primary System. The westerly terminus is in the town of Irrigon at Fifth Street. The easterly terminus is at the westerly end of the Umatilla River Bridge in Umatilla. The overall length of the project is 6.7 miles.

This will be a location survey to prepare plans, specifications and estimates for widening and reconstruction on existing alignment. It will be necessary to raise the grade through an area about one mile easterly of Irrigon to elevate the line above the anticipated pool level of the proposed John Day Dam. Separate computations and accounting will be necessary for this unit to permit proper billing of the U.S.C.E. The towns of Irrigon and Umatilla are at the westerly and easterly ends of the project respectively.

Reconnaissance has been made. Routine soils investigation will be conducted. There are no drainage problems requiring special study. An economic analysis is not needed at this time.

The present (1958) ADT is 2,000 and the projected (1978) ADT is 4,000. Traffic and alignment warrant a Class "A"-60 highway with a maximum grade of 3.6 per cent and a maximum curvature of 6 degrees. The typical section will consist of two 12-foot travel lanes with 10-foot shoulders. Deviation from State and Federal standards is not anticipated.

The existing rise and fall and central angle are 230 feet and 83 degrees respectively. There will be little or no change in these values for the proposed facility.

This will be a limited access facility with no interchanges, railroad crossings or major stream crossings.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½"	Asphaltic Concrete
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	10 "	Coarse Crushed
Total	15½"	

Shoulders will receive an O-11 (modified) oil mat.

Adequate quantities of material are available from local State-controlled and commercial sources.

Agreements with city and/or county are not necessary.

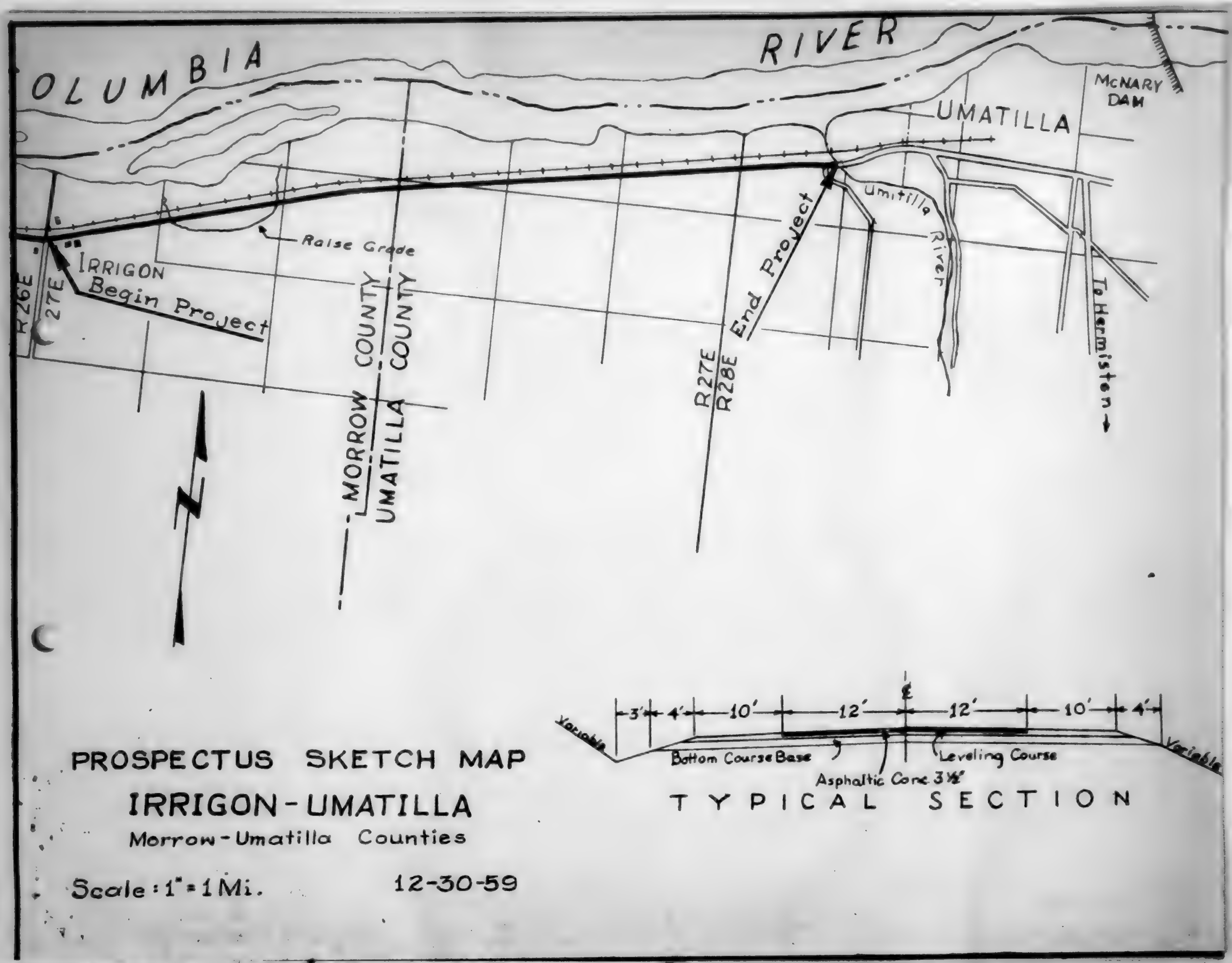
There are no State parks or roadside rest areas affected by this project.

January 7, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
JAN 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS SKETCH MAP

IRRIGON - UMATILLA

Morrow - Umatilla Counties

Scale: 1" = 1 Mi.

12-30-59

TYPICAL SECTION

RECEIVED
JAN - 1960
FOR FILING

FORM E-1[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH M. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

E-145(11)

#5840

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 7, 1960

NOTED
W. C. WILLIAMS

Mr. A. W. Sundberg
Business Sales Company
7434 NE Sandy Boulevard
Portland 13, Oregon

Dear Mr. Sundberg:

In answer to your letter of January 5 to Mr. Pease, I wish to advise that the location of US 730 in the vicinity of the Irrigon Store is just now being started and definite information as to the final location cannot be given.

However, from available information it is our belief that the store will not be disturbed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

EAP:jk

cc: Mr. W. C. Williams

Phone ATlantic 8-3191

BUSINESS SALES COMPANY
(ALL TYPES OF BUSINESSES)
General Real Estate
LOANS
7434 N.E. Sandy Boulevard
Portland 13, Oregon

January 5, 1960

Mr . . Pease
State Highway Department
Salem, Oregon

Dear Mr Pease:

We have listed for sale a grocery store in Irrigon, Oregon, and in the process of showing this to customers the question has come up about what the State Highway Department is planning for this area.

Could you tell me if there is anything planned for the near future that would in any way effect the Irrigon store, which is now located on Highway No. US 730 in the center of Irrigon.

Yours sincerely,

BUSINESS SALES COMPANY

A. W. Sundberg

A. W. Sundberg

AWS:ls

RECEIVED
DEC 1959
FOR FILING

COMMISSION:
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-145(11)
5840

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

December 4, 1959

Mr. Michael Scharaga, Jr.
Administrator, Industrial Development
and Urban Renewal
Umatilla, Oregon

Dear Sir:

At the hearing at Boardman, you requested that we supply you with a print of our proposed relocation of the Columbia River Highway from Boardman to Umatilla.

The survey is nearing completion in the field, but as yet we do not have maps in this office which can be used to make a print for you. I am, therefore, forwarding you a small scale sketch map with the line shown thereon in an approximate location.

We hope this will be sufficient for your needs in the immediate future.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

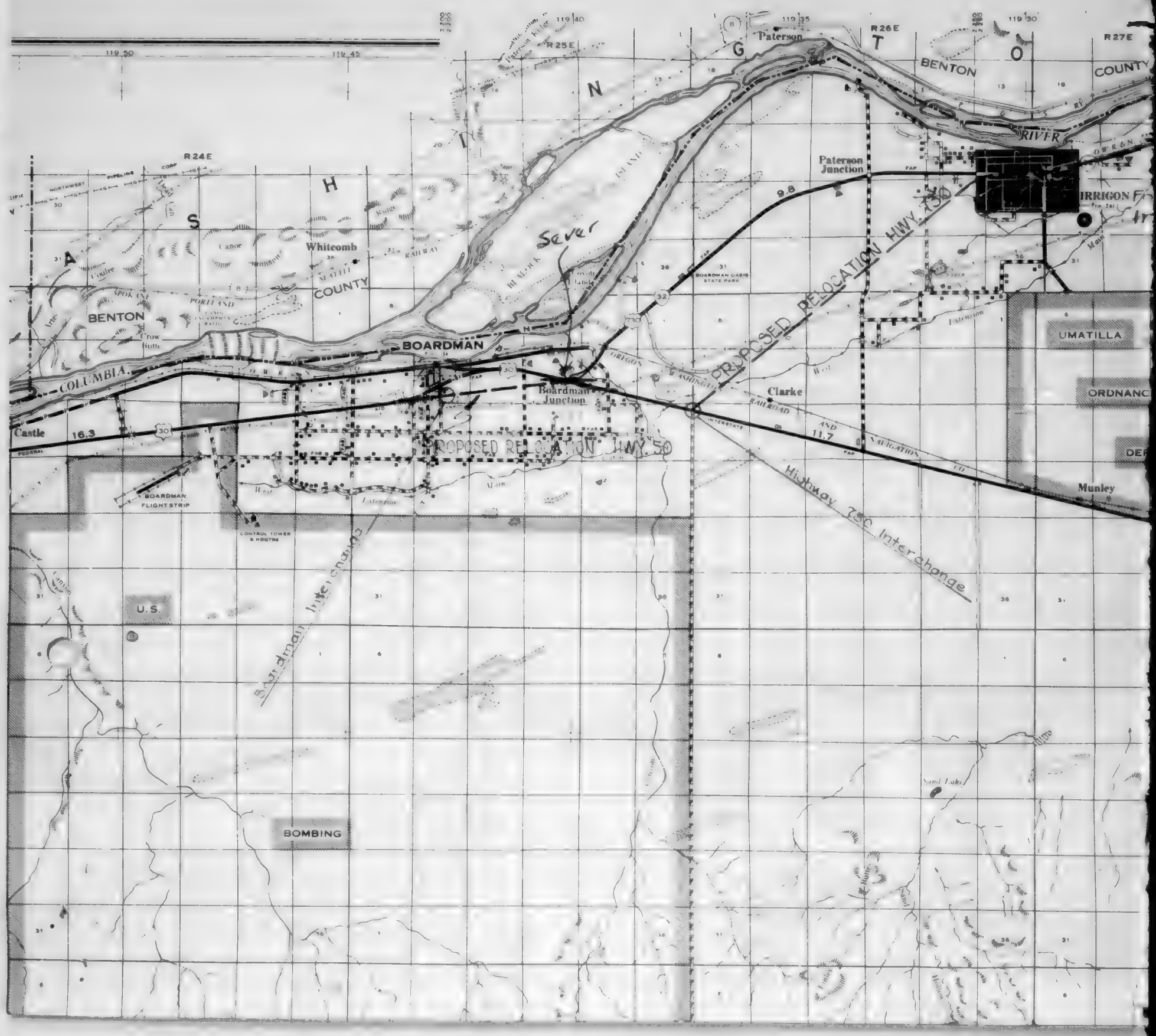
Tom Edwards
Construction Engineer

TE:jw

Attach.

cc W. C. Williams

RECEIVED
DEC - 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER


R24E
R25E
R26E
R27E
T
N
O
G
S
H
I
A
BENTON
COUNTY
Whitcomb
Paterson
Paterson Junction
Sever
RIVER
COLUMBIA
BOARDMAN
Boardman Junction
Clarke
Castle
16.3
9.8
11.7
PROPOSED RELOCATION HWY. 730
PROPOSED RELOCATION HWY. 50
Highway 730 Interchange
Boardman Interchange
UMATILLA
ORDNANCE
Munley
BOARDMAN FLIGHT STRIP
CONTROL TOWER & HQ BLDG
U.S.
BOMBING
Sand Lake
Hutch
Lake
BOARDMAN OASIS STATE PARK
PORTLAND
SPOKANE
Crow Butte
Canoe
Rattlesnake
Patterson Ridge
Patterson Lake
Main
West
Extension
Intersection
Interstate
Irrigation
Pipeline
Northwest
Corps
Inland
Federal
Navigation Co.
Oregon
Washington
119 50
119 45
119 40
119 35
119 30

Follow Existing Route From Irrigon to Umatilla

Berrian

Plymouth

McNary

McNARY RESERVOIR

COLUMBIA RIVER

COUNTY

UMATILLA

Sharp Corners

Power City

Charlestown

HERMISTON

Cold Springs

HAT ROCK STATE PARK

IRRIGON

PROPOSED ADMINISTRATION

UMATILLA

UMATILLA

ORDNANCE

ORDNANCE

DEPOT

DEPOT

Munley

HEADQUARTERS OFFICE BLDG.

ORDNANCE

Hinkle

Bucks Corners

STANFIELD

Stanfield Jct.

ECHO

COLD SPRINGS NATIONAL WILDLIFE REFUGE

OREGON INTER SYSTEM HWY 82

MATCH LINE

R 27 E

SHEET 3

R 28 E

R 29 E

R 30

Berrian

McNARY RESERVOIR

RIVER

HAT ROCK STATE PARK

Cold Springs

COLD SPRINGS NATIONAL WILDLIFE REFUGE

Holdman

Stanfield Jct.

ECHO

Pop. 622 (Est.)

PENDLETON INTERNATIONAL AIRPORT

R 29 E

R 30 E

R 31 E

ARRANGEMENT OF SHEETS FOR

RECEIVED
SEP 30 1959
FOR FILING
F-145(11)
5540

September 29, 1959

Mr. Michael Scharaga
Administrative Assistant
City of Umatilla
Umatilla, Oregon

Dear Mr. Scharaga:

In reply to your letter of September 24 to Deputy State Highway Engineer Forrest Cooper regarding possible reconstruction of Highway 730 between Boardman and Umatilla, I wish to advise that plans are now being formulated for reconstruction of the westerly end of this section from Highway 30 to the vicinity of Irrigon. The backwater pool of the John Day Dam will inundate certain portions of this unit and it is probable that reconstruction will be done on higher ground southeasterly of the present route. Construction of this section will depend upon receiving assurance of reimbursement from the Corps of Engineers for those portions of the present route which would be inundated. Final agreement regarding this has not been had nor is the Federal Government in a position to reimburse at this time. For this reason, I cannot tell you when reconstruction will be accomplished. Money for the State's and Bureau of Public Roads' part of this section is carried in the 1961 federal-aid program.

Referring to those portions of the route between Irrigon and Boardman, I cannot give you any information as to if and when reconstruction would be undertaken, as no money has been appropriated by the State Highway Commission for this section. I can tell you that the Commission is cognizant of the need of the improvement on this section and will give consideration to the appropriation of funds when moneys are available.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

FC:fn:ae

A. W. EASTON
MAYOR

MIRIAM McKENZIE
CITY RECORDER

City of Umatilla

"HOME OF McNARY DAM"
UMATILLA, OREGON

September 24, 1959

Mr. Forest Cooper
Deputy State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

The city of Umatilla is vitally interested in the current time-table in force for the construction of that portion of highway 730, between Umatilla and Boardman.

Would you kindly furnish this office at the earliest possible date, the tentative slated commencent of rebuilding for this stretch of highway and data as to what portions will be under construction at the start of work.

FOR THE CITY OF UMATILLA

Very truly yours,

Michael Scharaga

Michael Scharaga,
Administrative Assistant

RECEIVED
JUL 28 1959
FOR FILING
F-145(11)
5840

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
BOARDMAN-UMATILLA COUNTY LINE SECTION
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

The following prospectus is submitted concerning the above mentioned section of the Columbia River Highway, which is a State Primary Highway on the Federal Aid Primary System. The westerly terminus is at the junction of the Old Oregon Trail with the Columbia River Highway near Boardman. The easterly terminus is at the Morrow-Umatilla County Line. The overall length of the project is 13 miles.

This will be a location survey to prepare plans for raising the grade of the existing highway above the anticipated pool level of the John Day Dam. The four areas affected are shown on the attached sketch. Raising of these areas above pool level is the responsibility of the Corps of Engineers. Construction will not be undertaken. Plans will be prepared for and at the instigation of the U.S. Army Corps of Engineers. An amount of money equal to the estimated cost will be contributed by the Corps toward construction along a new alignment. The town of Irrigon lies along the route.

Reconnaissance is not necessary. Routine soils investigations will be conducted. Special drainage problems incident to the prospective pool level are anticipated. An economic analysis is not needed at this time.

The existing ADT is 2,000 and the 1975 ADT is 4,000. Plans will be made for a Class "C-60" alignment through the affected areas with a maximum allowable grade and curvature of 5 per cent and 6 degrees respectively. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½" Asphaltic Concrete
Level Course	2 " 3/4"-0 Crushed
Bottom Course Base	10 " Coarse Crushed
Total	15½"

Rise and fall will be decreased. There will be small change, if any, in central angle.

"Replacement in kind" considerations govern the standards to be used.

Limited control of access will be planned on the revised alignment. There are no interchanges, railroad crossings or major stream crossings in the areas under consideration.

Material would be available from local commercial and/or State-controlled sources.

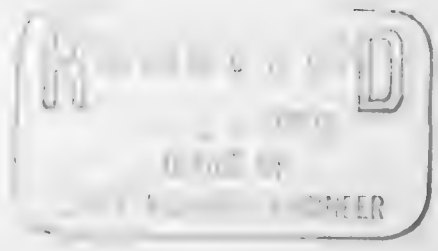
Agreements with city and/or county are not necessary.

The Boardman Oasis Wayside Park is within the limits of this project.

July 23, 1959

Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (2)
Lowell Stratton
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright



R-103

BENTON

Paterson

RIVER

AREA I

AREA II

AREA III

AREA IV

IRRIGON
Pop. 261

Paterson Junction

BOARDMAN OASIS STATE PARK

Coyote Island

Clarke

RAILROAD AND NAVIGATION CO.

11.7

UMATILLA

ORDNA

Munl

Boardman Junction

INTERSTATE

OLD OREGON TRAIL HWY.

Indicates inundated areas with pool for 1,050,000 c.f.s. flow with elev. 265' at Dam

F-145(11) Irrigon-Umatilla Sec., Columbia River Hwy. (Grading & Paving) 1962

#5840 Folder # 2

RECEIVED
DEC 14 1966
FOR FILING

December 14, 1966

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:ak
Attachment

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, G
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 12-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	436,188.50	311,438.59	308,531.26	2,907.33
6934	14,420.46	13,363.03	11,933.97	1,429.06
				$ 4,336.39

* The above figures include Construction Engineering and Contingencies.

Last report until additional contracts are awarded.

RECEIVED
NOV 16 1966
FOR FILING

F 145 (11)
5840

November 15, 1966

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

VB:jb

Attachment

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 5955 ----- Boardman Jct.-Irrigon Section
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Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ----- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ----- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ----- Rufus-Arlington, Roadside Seeding
Contract No. 6671 ----- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ----- Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ----- Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 11-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	431,437.87	308,046.64	286,860.27	21,186.37
6934	-	-	-	-
				$21,186.37

* The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 18 1966
FOR FILING

October 17, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 45
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:bb
Attachment

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	-----	Irrigon-Umatilla Section
Contract No. 5955	-----	Boardman Jct.-Irrigon Section
Contract No. 6014	-----	John Day River Bridge
Contract No. 6209	-----	Blalock-Arlington, G
Contract No. 6219	-----	Arlington Viaduct
Contract No. 6292	-----	Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314	-----	Heppner Jct. Interchange Structure
Contract No. 6349	-----	E. Unit, Arlington-Heppner Jct.
Contract No. 6351	-----	Blalock-Arlington, Stone Base and Oil
Contract No. 6372	-----	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388	-----	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	-----	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544	-----	Rufus-Arlington, Roadside Seeding
Contract No. 6671	-----	Airport Road-Irrigon Jct., Landscaping
Contract No. 6749	-----	Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934	-----	Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 10-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,295,561.35	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	431,437.87	308,046.64	286,860.27	21,186.37
6934	-	-	-	-
				$21,186.37

*The above figures include Construction Engineering and Contingencies.

RECEIVED
SEP 15 1966

F-115 (11)
1 4 10

September 15, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attachment

VB:ia

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-104-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Blalock-Arlington, G
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ———— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ———— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ———— Willow Creek (Westbound Lanes), G-P-Str.-Sign
Contract No. 6934 ———— Rufus-Arlington, Seeding & Fertilizing

Cont. No.	Total Amount of Work Performed to 9-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,331,196.38	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,296,116.35	1,295,561.35	1,269,120.49	26,440.86
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	878,022.85	878,022.85	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,459.23	659,842.01	659,842.01	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	23,755.50	23,755.50	-
6749	429,621.16	306,749.50	286,860.27	19,889.23
6934	-	-	-	-
				$46,330.09

* The above figures include Construction Engineering and Contingencies.

RECEIVED
AUG 12 1966
FOR FILING

August 11, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:ak

REGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
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Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 8-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,736.98	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,434.43	1,009,031.98	1,009,031.98	-
6314	83,270.51	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,063,153.58	64,645.32	64,645.32	-
6388	2,313,455.73	665,095.68	665,095.68	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	86,815.94	19,443.52	23,755.50	-
6749	405,154.22	289,280.11	286,860.27	2,419.84
				$ 2,419.84

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JUL 19 1966

July 18, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VB:ak

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6396 --------Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --------Rufus-Arlington, Roadside Seeding
Contract No. 6671 --------Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 --------Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 7-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	665,095.68	661,474.16	3,621.52
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	92,588.17	19,443.52	-	19,443.52
6749	423,487.60	302,370.15	-	302,370.15
				$ 325,435.19

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JUN 24 1966
FOR FILING

June 24, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CRN:kc

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6209 --------- Blalock-Arlington, G
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Contract No. 6292 -- ------ Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
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Contract No. 6388 --------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --------- Rufus-Arlington, Roadside Seeding
Contract No. 6671 --------- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 --------- Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 6-5-66*	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,043,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	91,861.56	19,290.93	-	19,290.93
6749	357,317.41	286,616.40	-	286,616.40
				$ 305,907.33

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAY 20 1966

F-14: (11)
5840

May 19, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
CKN:ed

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --------- Irrigon-Umatilla Section
Contract No. 5955 --------- Boardman Jct.-Irrigon Section
Contract No. 6014 --------- John Day River Bridge
Contract No. 6209 --------- Blalock-Arlington, G
Contract No. 6219 --------- Arlington Viaduct
Contract No. 6292 --------- Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 --------- Heppner Jct. Interchange Structure
Contract No. 6349 --------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --------- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 --------- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 --------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --------- Rufus-Arlington, Roadside Seeding
Contract No. 6671 --------- Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 --------- Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 5-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,659.30	3,479,659.30	-
6219	1,269,758.14	1,269,675.49	1,269,675.49	-
6292	1,059,414.63	1,009,031.98	1,009,031.98	-
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	917,032.55	-
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	91,861.56	19,290.93	-	19,290.93
6749	357,317.41	255,124.63	-	255,124.63
				$ 274,415.56

* The above figures include Construction Engineering and Contingencies.

RECEIVED
APR 21 1966
FOR FILING
F. 115 (11)
4 140

April 20, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 4-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,017,215.15	917,032.55	841,265.71	75,766.84
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,455.73	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	53,494.08	11,233.76	-	11,233.76
6749	228,768.98	163,347.05	-	163,341.05
				$ 259,609.39

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAR 22 1966
FOR FILING

F
5840

March 18, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
PO Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Officer

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, C
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange & N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., C-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), C-P-Str.-Sign.

Cont. No.	Total Amount of Work Performed to 3-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,269.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,844.13
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,313,451.78	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
6749	179,096.29	127,874.75	-	127,874.75
				$206,695.29

* The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 18 1966
FOR FILING

F-142 (11)

February 18, 1966

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interch. and N.Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ——— Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding
Contract No. 6671 ——— Airport Road-Irrigon Jct., Landscaping
Contract No. 6749 ——— Willow Creek (Westbound Lanes), G-P-Str.-Sign

Cont. No.	Total Amount of Work Performed to 2-5-66*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,724.20	3,479,669.20	3,477,450.94	2,218.26
6219	1,469,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,844.13
6372	2,061,081.36	64,645.32	64,645.32	-
6388	2,305,186.26	661,474.16	661,474.16	-
6396	227,696.41	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
6749	112,065.88	80,150.38	-	80,150.38
				$158,970.92

*The above figures include Construction Engineering and Contingencies.

RECEIVED
NOV 17 1965
FOR FILING
FILE (11)
5840

November 17, 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRM:lt
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 — Irrigon-Umatilla Section
Contract No. 5955 — Boardman Jct.-Irrigon Section
Contract No. 6014 — John Day River Bridge
Contract No. 6209 — Blalock-Arlington, C
Contract No. 6219 — Arlington Viaduct
Contract No. 6292 — Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 — Heppner Jct. Interchange Structure
Contract No. 6349 — E. Unit, Arlington-Heppner Jct.
Contract No. 6351 — Blalock-Arlington, Stone Base and Oil
Contract No. 6372 — Willow Creek-Airport Rd., C-P-Str.
Contract No. 6388 — Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 — Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 — Rufus-Arlington, Roadside Seeding
Contract No. 6671 — Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 11-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,059,412.13	1,009,029.48	1,002,062.65	6,966.83
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,003,332.44	903,149.84	841,265.71	61,884.13
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,305,186.26	661,474.16	661,474.16	-
6396	227,685.91	115,814.26	115,814.26	-
6544	14,035.28	12,337.15	12,337.15	-
6671	36,707.95	7,708.67	-	7,708.67
				$ 71,968.39

*The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 22 1965

October 21, 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the Unbilled Accrued Costs on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:mb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- Boardman Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, G
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 --- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 --- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 --- Rufus-Arlington, Roadside Seeding
Contract No. 6671 --- Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 10-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	1,013,057.71	912,875.11	815,790.29	97,084.82
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,305,186.26	685,229.66	615,446.88	69,782.78
6396	227,685.91	115,814.26	89,973.25	25,841.01
6544	14,035.28	12,337.15	12,337.15	-
6671	19,071.72	4,005.06	-	4,005.06
				$199,089.26

*The above figures include Construction Engineering and Contingencies.

RECEIVED
SEP 16 1965
FOR FILING

F-145 (11)
5840

September 15, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRH:bb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	---	Irrigon-Umatilla Section
Contract No. 5955	---	Boardman Jct.-Irrigon Section
Contract No. 6014	---	John Day River Bridge
Contract No. 6209	---	Blalock-Arlington, G
Contract No. 6219	---	Arlington Viaduct
Contract No. 6292	---	Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	---	Heppner Jct. Interchange Structure
Contract No. 6349	---	E. Unit, Arlington-Heppner Jct.
Contract No. 6351	---	Blalock-Arlington, Stone Base and Oil
Contract No. 6372	---	Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388	---	Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396	---	Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544	---	Rufus-Arlington, Roadside Seeding
Contract No. 6671	---	Airport Road-Irrigon Jct., Landscaping

Cont. No.	Total Amount of Work Performed to 9/5/65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	988,460.17	888,277.57	815,790.29	72,487.28
6372	2,061,218.76	64,645.32	64,645.32	-
6388	2,211,965.47	661,377.68	615,446.88	45,930.80
6396	227,403.50	102,331.58	89,973.25	12,358.33
6544	14,035.28	12,337.15	12,337.15	-
6671	-	-	-	-
				$133,152.00

* The above figures include Construction Engineering and Contingencies.

RECEIVED
AUG 17 1965

F-145 (11)
5440

August 16, 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:mb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---------- Irrigon-Umatilla Section
Contract No. 5955 ---------- Boardman Jct.-Irrigon Section
Contract No. 6014 ---------- John Day River Bridge
Contract No. 6209 ---------- Blalock-Arlington, G
Contract No. 6219 ---------- Arlington Viaduct
Contract No. 6292 ---------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---------- Heppner Jct. Interchange Structure
Contract No. 6349 ---------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ---------- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ---------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ---------- Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 8-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,843,548.88	3,479,493.88	3,477,450.94	2,042.94
6219	1,269,758.14	1,269,758.14	1,269,675.49	82.65
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,096.24	57,078.91	57,078.91	-
6351	993,161.07	892,978.47	603,509.77	289,468.70
6372	2,061,218.76	64,645.32	-	64,645.32
6388	1,936,448.64	578,998.13	355,074.01	223,924.12
6396	226,336.75	101,851.54	89,973.25	11,878.29
6544	14,035.28	12,337.15	12,337.15	-
				$ 592,292.02

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JUL 21 1965
FOR FILING
F-145(11)
5 & 4/c

July 21, 1965

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Attachments.

CRN:cd

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIV NO-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---------- Irrigon-Umatilla Section
Contract No. 5955 ---------- Boardman Jct.-Irrigon Section
Contract No. 6014 ---------- John Day River Bridge
Contract No. 6209 ---------- Blalock-Arlington, G
Contract No. 6219 ---------- Arlington Viaduct
Contract No. 6292 ---------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---------- Heppner Jct. Interchange Structure
Contract No. 6349 ---------- F. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------- Blalock-Arlington, Stone Base and Oil
Contract No. 6372 ---------- Willow Creek-Airport Rd., G-P-Str.
Contract No. 6388 ---------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ---------- Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 7-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,022,312.65	1,022,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	964,264.42	864,081.82	603,509.77	260,572.05
6372	2,061,218.76	64,645.32	-	64,645.32
6388	1,936,448.64	578,998.13	355,074.01	223,924.12
6396	226,336.75	101,851.54	89,973.25	11,878.29
6544	14,035.28	12,337.15	12,337.15	-
				561,269.78

* The above fugures include Construction Engineering and Contingencies

RECEIVED
JUN 18 1965

F-145(11)
4440

June 17, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CEN:ikc

Attachments

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ———— Irrigon-Umatilla Section
Contract No. 5955 ———— Boardman Jct.-Irrigon Section
Contract No. 6014 ———— John Day River Bridge
Contract No. 6209 ———— Hlalock-Arlington, 0
Contract No. 6219 ———— Arlington Viaduct
Contract No. 6292 ———— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Hwy
Contract No. 6314 ———— Heppner Jct. Interchange Structure
Contract No. 6349 ———— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ———— Hlalock-Arlington, Stone Base and Oil
Contract No. 6388 ———— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ———— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ———— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 6-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,002,312.65	1,002,062.65	250.00
6314	83,262.83	83,262.83	83,262.83	-
6349	1,385,068.89	57,078.91	57,078.91	-
6351	926,744.52	500,738.65	603,509.77	223,052.15
6388	1,674,711.18	500,738.65	355,074.01	145,664.64
6396	226,033.82	101,715.22	89,973.25	11,741.97
6544	14,035.28	12,337.15	12,337.15	-
				$380,708.76

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAY 13 1965
FOR FILING
E 110

May 12, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHHier

Attachments

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5940 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, C
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 5-5-65 *	US Army Share	Amount Previously Billed	Unbilled Accrued Costs
5940	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,477,450.04	3,477,450.94	-
6219	1,269,675.49	1,269,675.49	1,269,675.49	-
6292	1,060,015.33	1,002,312.65	1,002,062.65	250.00
6314	83,262.83	83,262.93	83,262.83	-
6349	1,335,068.89	57,078.91	57,078.91	-
6351	824,817.79	734,087.83	603,509.77	130,578.06
6388	1,511,942.97	452,070.93	355,074.01	96,996.92
6396	226,033.82	101,715.22	89,973.25	11,741.97
6544	14,035.28	12,337.15	12,337.15	-
				$239,566.95
	Billings being processed as of 5-12-65			25,086.72
				$264,653.67

* The above figures include Construction Engineering and Contingencies.

RECEIVED
APR 19 1965

5242

April 16, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHH:jb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 4-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,136.97	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,675.49	1,269,675.49	1,269,666.01	9.48
6292	1,060,015.33	1,010,936.59	959,922.32	51,014.27
6314	83,262.83	83,262.83	-	83,262.83
6349	1,385,068.89	55,842.05	-	55,842.05
6351	723,657.88	644,055.51	480,158.90	163,896.61
6388	1,223,997.62	365,975.28	214,205.72	151,769.56
6396	226,033.82	101,715.22	-	101,715.22
6544	13,757.98	12,211.58	-	12,211.58
				$622,942.70

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAR 17 1965
FOR FILING

March 17, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts carried by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHH:jb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and E. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 3-5-65 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.67	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	619,902.99	551,713.66	480,158.90	71,554.76
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
6544	5,247.12	4,657.34	-	4,657.34
				$409,133.75

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAR 4 - 1965
FOR FILING

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Mollet in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made by your people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

NPWCO-CA
Mr. Forrest Cooper

11 February 1965

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
FEB 15 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Pursuant to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-205 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5040 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman "S."-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Hoppner Jct. Interchange and M. Unit, Hoppner Jct.-Ione
Contract No. 6314 ——— Hoppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Hoppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6514 ——— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5040	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,641,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	507,300.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 18 1965
FOR FILING

February 17, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHH:jb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Ione
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— S. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JAN 18 1965
FOR FILING

January 15, 1965

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----------Irrigon-Umatilla Section
Contract No. 5955 ----------Boardman Jct.-Irrigon Section
Contract No. 6014 ---------- John Day River Bridge
Contract No. 6209 ---------- Blalock-Arlington, G
Contract No. 6219 ---------- Arlington Viaduct
Contract No. 6292 ---------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---------- Heppner Jct. Interchange Structure
Contract No. 6349 ---------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------- Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ---------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. ____ ---------- Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 1-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	834,631.03	249,554.68	51,318.68	198,236.00
6396	226,033.82	101,715.22	-	101,715.22
				$1,012,119.49

*The above figures include Construction Engineering and Contingencies.

RECEIVED
DEC 16 1964
FOR FILING

December 15, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ---------- Irrigon-Umatilla Section
Contract No. 5955 ---------- Boardman Jct.-Irrigon Section
Contract No. 6014 ---------- John Day River Bridge
Contract No. 6209 ---------- Blalock-Arlington, G
Contract No. 6219 ---------- Arlington Viaduct
Contract No. 6292 ---------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ---------- Heppner Jct. Interchange Structure
Contract No. 6349 ---------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ---------- Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ---------- Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ---------- Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 12-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,395,829.05	55,833.16	-	55,833.16
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	758,052.16	226,657.60	51,318.68	175,338.92
6396	226,033.82	101,715.22	-	101,715.22
				$989,213.52

* The above figures include Construction Engineering and Contingencies.

RECEIVED
NOV 17 1964
FOR FILING

5140

November 16, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHLmb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 --- Irrigon-Umatilla Section
Contract No. 5955 --- Boardman Jct.-Irrigon Section
Contract No. 6014 --- John Day River Bridge
Contract No. 6209 --- Blalock-Arlington, C
Contract No. 6219 --- Arlington Viaduct
Contract No. 6292 --- Heppner Jct. Interchange and N.Unit, Heppner Jct.-Rhea
Contract No. 6314 --- Heppner Jct. Interchange Structure
Contract No. 6349 --- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 --- Blalock-Arlington, Stone Base & Oil
Contract No. 6388 --- Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 --- Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 11-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,543,627.62	1,543,627.62	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,378.67	1,269,378.67	1,196,653.14	72,725.53
6292	1,056,996.70	1,008,057.75	669,814.26	338,243.49
6314	82,555.45	82,555.45	-	82,555.45
6349	1,395,829.05	55,833.16	-	55,833.16
6351	587,800.59	470,240.47	310,659.82	159,580.65
6388	647,688.19	193,658.77	51,318.68	142,340.09
6396	226,033.82	101,715.22	-	101,715.22
				$956,214.69

* The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 19 1964
FOR FILING

October 19, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CH:cr

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 6292 — Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 — Heppner Jct. Interchange Structure
Contract No. 6349 — E. Unit, Arlington-Heppner Jct.
Contract No. 6351 — Blalock-Arlington, Stone Base & Oil
Contract No. 6388 — Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 — Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 10-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,841,464.28	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	1,033,061.06	985,230.37	669,814.26	315,416.11
6314	81,754.36	81,754.36	-	81,754.36
6349	1,342,549.81	53,701.99	-	53,701.99
6351	573,639.59	458,911.67	310,659.82	148,251.85
6388	544,954.03	162,941.25	51,318.68	111,622.57
6396	179,456.67	80,755.50	-	80,755.50
				$984,435.95

* The above figures include Construction Engineering and Contingencies.

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1964

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: F. R. Backlund
F. R. Backlund
Administrative Manager

SUBJECT: Audit Report 64-835-41
Preliminary Engineering, Routes 124, 132 & 145
Final Vouchers, F-132(11), F-145(10), F-145(11)

In conformance with your letter of September 18, 1964, in reply to our memorandum of August 12, 1964, we are approving the final vouchers on the following projects in reduced amounts as shown.

Project F-132(11), New Era-Canby Section		
Net amount claimed		$40,362.00
Deduction:		
Preliminary Engineering, Lump Sum transfers, Finding 1, Audit Report 64-835-41	2,464.69	
Federal Aid Pro Rata	63.44%	
Net deduction in even dollars		1,563.00
Net amount allowed		$38,799.00
Project F-145(10), Boardman Jct.-Irrigon Section		
Net amount claimed		38,662.00
Actual Preliminary Engineering Participating Costs	34,127.45	
Less deductions, Audit Report 41	8,368.90	
Participating costs allowable	25,758.55	
Participating costs claimed	24,199.04	
Additional amount that could be claimed	1,559.51	
Federal Aid Pro Rata	63.93%	
Additional amount eligible		997.00
Amount that could be claimed		
Voucher approved for payment in amount submitted per State's request in letter dated 9/18/64		$38,662.00
Project F-145(11), Irrigon-Umatilla Section		
Net amount claimed		20,381.00
Preliminary engineering as claimed	5,419.39	
Actual participating costs or allocation basis	4,773.85	
Amount of overclaim	645.54	
Plus deductions, Audit Report 41	2,174.08	
Total deductions	2,819.62	

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Copies to Messrs. [illegible]

(Carried forward) Total deductions	2,819.62	
Federal Aid Pro Rata	63.93%	
Net deduction in even dollars		1,802.00
Net amount allowed		18,579.00

RECEIVED
SEP 16 1964
FOR FILING

5840

September 15, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contract awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHiser

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 — Irrigon-Umatilla Section
Contract No. 5955 — Boardman Jct.-Irrigon Section
Contract No. 6014 — John Day River Bridge
Contract No. 6209 — Blalock-Arlington, G
Contract No. 6219 — Arlington Viaduct
Contract No. 6292 — Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 — Heppner Jct. Interchange Structure
Contract No. 6349 — E. Unit, Arlington-Heppner Jct.
Contract No. 6351 — Blalock-Arlington, Stone Base & Oil
Contract No. 6388 — Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 — Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 9-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,841,464.28	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	1,033,061.06	985,230.37	669,814.26	315,416.11
6314	81,754.36	81,754.36	-	81,754.36
6349	1,130,659.51	45,226.38	-	45,226.38
6351	573,639.59	458,911.67	310,659.82	148,251.85
6388	433,593.83	129,644.56	51,318.68	78,325.88
6396	162,205.75	72,992.59	-	72,992.59
				$934,900.74

* The above figures include Construction Engineering and Contingencies

RECEIVED
AUG 14 1964
FOR FILING
F 4 0

August 13, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contract awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:kc

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements No.s DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ____ Irrigon-Umatilla Section
Contract No. 5955 ____ Boardman Jct.-Irrigon Section
Contract No. 6014 ____ John Day River Bridge
Contract No. 6209 ____ Blalock-Arlington, G
Contract No. 6219 ____ Arlington Viaduct
Contract No. 6292 ____ Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ____ Heppner Jct. Interchange Structure
Contract No. 6349 ____ E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ____ Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ____ Airport Rd.-Irrigon Jct., C-P-Strs.
Contract No. 6396 ____ Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 8-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,841,464.28	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	1,025,333.80	977,860.85	669,814.26	308,046.59
6314	78,336.50	78,336.50	-	78,336.50
6349	761,487.78	30,459.51	-	30,459.51
6351	472,038.29	420,114.08	310,659.82	109,454.26
6388	322,794.99	96,515.70	51,318.68	45,197.02
6396	100,800.62	45,360.28	-	45,360.28
				$809,727.73

* The above figures include Construction Engineering and Contingencies.

RECEIVED
JUL 17 1964
FOR FILING

July 16, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Officer

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 5955 —— Boardman Jct.-Irrigon Section
Contract No. 6014 —— John Day River Bridge
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Contract No. 6219 —— Arlington Viaduct
Contract No. 6292 —— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 —— Heppner Jct. Interchange Structure
Contract No. 6349 —— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 —— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 —— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 —— Airport Rd.-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 7-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,841,464.28	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	834,361.29	795,730.36	669,814.26	125,916.10
6314	68,194.59	68,194.59	-	68,194.59
6349	611,064.97	24,442.60	-	24,442.60
6351	472,038.29	420,114.08	310,659.82	109,454.26
6388	253,567.77	75,816.76	51,318.68	24,498.08
6396	73,722.26	33,175.02	-	33.175.02
				$512,784.75

* The above figures include Construction Engineering and Contingencies.

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JUN 22 1964
FOR FILING
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June 18, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 5955 —— Boardman Jct.-Irrigon Section
Contract No. 6014 —— John Day River Bridge
Contract No. 6209 —— Blalock-Arlington, C
Contract No. 6219 —— Arlington Viaduct
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Contract No. 6314 —— Heppner Jct. Interchange Structure
Contract No. 6349 —— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 —— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 —— Airport Road-Irrigon Jct., C-P-Strs.
Contract No. 6396 —— Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 6-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,506,969.79	1,543,627.62	1,543,627.62	-
6209	3,831,986.95	3,467,931.95	3,464,710.85	3,221.10
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	776,999.97	741,024.87	669,814.26	71,210.61
6314	42,463.38	42,463.38	-	42,463.38
6349	490,947.94	19,637.92	-	19,637.92
6351	400,221.54	356,197.17	310,659.82	45,537.35
6388	231,160.25	69,116.91	51,318.68	17,798.23
6396	44,363.00	19,963.35	-	19,963.35
				$409,544.41

* The above figures include Construction Engineering and Contingencies.

RECEIVED
MAY 19 1964
FOR FILING

5840

May 18, 1964

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRM:mb
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 5955 ----- Boardman Jct.-Irrigon Section
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Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ----- Airport Road-Irrigon Jct., G-P-Strs.
Contract No. 6396 ----- Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 5-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,553,656.88	1,416,954.27	136,702.61
6209	3,828,765.85	3,522,464.54	3,464,710.85	57,753.69
6219	1,262,482.61	1,262,482.67	1,196,653.14	65,829.47
6292	720,702.99	687,334.44	564,859.38	122,475.06
6314	36,716.54	36,716.54	-	36,716.54
6349	412,009.03	16,480.36	-	16,480.36
6351	377,296.92	335,794.26	187,832.67	147,961.59
6388	190,657.17	57,006.49	-	57,006.49
6396	-	-	-	-
				$ 764,808.81

* The above figures include Construction Engineering and Contingencies.

RECEIVED
APR 16 1964
FOR FILING

April 15, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
PO Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHL:er

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

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Contract No. 5955 —— Boardman Jct.-Irrigon Section
Contract No. 6014 —— John Day River Bridge
Contract No. 6209 —— Blalock-Arlington, C
Contract No. 6219 —— Arlington Viaduct
Contract No. 6292 —— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 —— Heppner Jct. Interchange Structure
Contract No. 6349 —— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 —— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 —— Airport Road-Irrigon Jct., C-P-Strs.
Contract No. 6396 —— Airport Road-Irrigon Jct., 2 Strs.-Signs

Cont. No.	Total Amount of Work Performed to 4-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,828,765.85	3,522,464.54	3,289,338.41	233,126.13
6219	1,252,932.61	1,252,932.61	1,062,382.40	190,550.21
6292	601,864.35	573,998.03	-	573,998.03
6314	-	-	-	-
6349	299,683.33	11,987.36	-	11,987.36
6351	303,727.09	270,317.11	-	270,317.11
6388	135,367.70	40,474.94	-	40,474.94
6396	-	-	-	-
				$1,614,110.63

*The above figures include Construction Engineering and Contingencies.

RECEIVED
MAR 17 1964
FOR FILING

5840

March 17, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ——— Heppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.

Cont. No.	Total Amount of Work Performed to 3-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,828,176.25	3,521,922.20	3,289,338.41	232,583.79
6219	1,252,932.61	1,252,932.61	1,062,382.40	190,550.21
6292	482,705.68	460,356.41	-	460,356.41
6314	-	-	-	-
6349	234,130.60	9,365.22	-	9,365.22
6351	233,105.23	207,463.65	-	207,463.65
6388	30,897.50	9,238.35	-	9,238.35
				$1,403,214.48

*The above figures include Construction Engineering and Contingencies.

RECEIVED
FEB 18 1964
FOR FILING

5840

February 17, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ----- Irrigon-Umatilla Section
Contract No. 5955 ----- Boardman Jct.-Irrigon Section
Contract No. 6014 ----- John Day River Bridge
Contract No. 6209 ----- Blalock-Arlington, C
Contract No. 6219 ----- Arlington Viaduct
Contract No. 6292 ----- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 ----- Heppner Jct. Interchange Structure
Contract No. 6349 ----- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 ----- Blalock-Arlington, Stone Base and Oil

Cont. No.	Total Amount of Work Performed to 2-5-64 *	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,823,013.76	3,517,172.60	3,289,338.41	227,834.19
6219	1,229,562.61	1,229,562.61	1,062,382.40	167,180.21
6292	397,068.26	378,684.00	-	378,684.00
6314	-	-	-	-
6349	141,476.60	4,859.06	-	4,859.09
6351	151,971.78	135,254.88	-	135,254.88
				$1,207,469.22

* The above figures include Construction Engineering and Contingencies.

DECLASSIFIED
JAN 16 1964
FOR FILING

5/10

January 15, 1964

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 -------- Irrigon-Umatilla Section
Contract No. 5955 -------- Boardman Jct.-Irrigon Section
Contract No. 6014 -------- John Day River Bridge
Contract No. 6209 -------- Blalock-Arlington, G
Contract No. 6219 -------- Arlington Viaduct
Contract No. 6292 -------- Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314 -------- Heppner Jct. Interchange Structure
Contract No. 6349 -------- E. Unit, Arlington-Heppner Jct.
Contract No. 6351 -------- Blalock-Arlington, Stone Base & Oil

Cont. No.	Total Amount of Work Performed to 1-5-64*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,793,045.83	3,489,602.14	3,289,338.41	200,263.73
6219	1,201,132.61	1,201,132.61	1,062,382.40	138,750.21
6292	201,278.81	191,959.60	-	191,959.60
6314	-	-	-	-
6349	69,459.40	2,788.38	-	2,788.38
6351	56,495.00	50,280.55	-	50,280.55
				$ 877,699.32

* The above figures include Construction Engineering and Contingencies.

RECEIVED
DEC 12 1963
FOR FILING

December 11, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRM:er

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	--------	Irrigon-Umatilla Section
Contract No. 5955	--------	Boardman Jct.-Irrigon Section
Contract No. 6014	--------	John Day River Bridge
Contract No. 6209	--------	Blalock-Arlington
Contract No. 6219	--------	Arlington Viaduct
Contract No. 6292	--------	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	--------	Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 12-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,530,864.82	1,586,728.12	1,416,954.27	169,773.85
6209	3,779,940.00	3,477,544.80	2,945,202.23	532,342.57
6219	1,183,832.61	1,183,832.61	583,224.42	600,608.19
6292	42,682.92	40,706.70	-	40,706.70
6314	-	-	-	-
				$1,467,314.31

* The above figures include Construction Engineering and Contingencies.

RECEIVED
NOV 20 1963
FOR FILING

November 20, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	--------	Irrigon-Umatilla Section
Contract No. 5955	--------	Boardman Jct.-Irrigon Section
Contract No. 6014	--------	John Day River Bridge
Contract No. 6209	--------	Blalock-Arlington
Contract No. 6219	--------	Arlington Viaduct
Contract No. 6292	--------	Heppner Jct. Interchange and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	--------	Heppner Jct. Interchange Structure

Cont. No.	Total Amount of Work Performed to 11-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,699,908.44	3,403,915.73	2,945,202.23	458,713.50
6219	1,118,666.53	1,118,666.53	583,224.42	535,442.11
6292	-	-	-	-
6314	-	-	-	-
				$1,284,683.35

* The above figures include Construction Engineering and Contingencies.

RECEIVED
OCT 18 1963
FOR FILING

E 4 1 0

October 17, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

CRN:lt
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	———	Irrigon-Umatilla Section
Contract No. 5955	———	Boardman Jct.-Irrigon Section
Contract No. 6014	———	John Day River Bridge
Contract No. 6209	———	Blalock-Arlington
Contract No. 6219	———	Arlington Viaduct
Contract No. 6292	———	Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	———	Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 10-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	248,960.00	123,883.00
6014	2,527,443.81	1,583,599.01	1,416,954.27	166,644.74
6209	3,609,419.00	3,320,665.48	2,945,202.23	375,463.25
6219	949,138.31	949,138.31	583,224.42	365,913.89
6292	-	-	-	-
6314	-	-	-	-
				$1,031,904.88

* The above figures include Construction Engineering and Contingencies.

RECEIVED
SEP 19 1963
FOR FILING

September 17, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P.O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L.O.H

L. H. Young
Office Engineer

CRN:bb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840	———	Irrigon-Umatilla Section
Contract No. 5955	———	Boardman Jct.-Irrigon Section
Contract No. 6014	———	John Day River Bridge
Contract No. 6209	———	Blalock-Arlington
Contract No. 6219	———	Arlington Viaduct
Contract No. 6292	———	Heppner Jct. Interch. and N. Unit, Heppner Jct.-Rhea
Contract No. 6314	———	Heppner Jct. Interchange Str.

Cont. No.	Total Amount of Work Performed to 9-5-63*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,507,781.56	1,571,965.44	1,272,928.55	299,036.89
6209	3,398,530.03	3,126,647.60	1,570,096.24	1,556,551.36
6219	841,712.66	841,712.66	281,955.18	559,757.48
6292	-	-	-	-
6314	-	-	-	-
				$2,542,884.73

* The above figures include Construction Engineering and Contingencies.

RECEIVED
AUG 13 1963
FOR FILING

August 12, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Att.

CRN:pac

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct
Contract 6292 ——— Heppner Jct. Interch. & N. Unit, Heppner Jct.-Ione

Cont. No.	Total Amount of Work Performed to 8-5-63	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,497,281.56	1,565,978.34	1,272,928.55	293,049.79
6209	3,067,896.33	2,822,464.60	1,570,096.24	1,252,368.36
6219	606,875.26	606,875.26	281,955.18	324,920.08
6292	-	-	-	-
				$1,997,877.23

RECEIVED
JUL 11 1963
FOR FILING

July 11, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J A H

L. H. Young
Office Engineer

CRH:jb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct
Contract 6292 ——— Heppner Jct. Interch. & N. Unit, Heppner Jct.-Rhea

Cont. No.	Total Amount of Work Performed to 7-5-63	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,471,467.31	1,551,428.63	1,272,928.55	278,500.08
6209	2,699,133.45	2,483,202.82	1,570,096.24	913,106.58
6219	417,142.42	417,142.42	281,955.18	135,187.24
6292	-	-	-	-
				$1,454,332.90

RECEIVED
JUN 18 1963
FOR FILING

(N)

2840

June 12,1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRNjmb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to 6-5-63	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,459,402.81	1,544,549.45	1,272,928.55	271,620.90
6209	2,419,747.13	2,226,167.33	1,059,816.48	1,166,350.85
6219	313,004.82	313,004.82	-	313,004.82
				$1,878,515.57

RECEIVED
MAY 14 1963
FOR FILING

6840

May 14, 1963

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:bb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,433,654.65	1,529,867.83	678,529.01	851,338.82
6209	1,949,346.73	1,793,398.96	-	1,793,398.96
6219	215,350.82	215,350.82	-	215,350.82
				$2,987,627.60

RECEIVED
APR 15 1963
FOR FILING
5140

April 12, 1963

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:mmb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge
Contract 6209 ——— Blalock-Arlington
Contract 6219 ——— Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	372,843.00	245,304.00	127,539.00
6014	2,354,064.65	1,484,485.61	678,529.01	805,956.60
6209	1,313,724.90	1,208,626.91	-	1,208,626.91
6219	115,260.00	115,260.00	-	115,260.00
				$2,257,382.51

RECEIVED
APR 5 - 1963
FOR FILING

Voucher transaction number

Project report number
10

Form 2A (5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-29-63

State
Oregon

County
Morrow & Umatilla

Project number
F-145(11)

~~The Project~~ Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 15, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 386,077.00

Revised Federal funds $ 221,381.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29 day of March, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stone

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
Division Engineer

By L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

March 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Irrigon-Umatilla Section, Project No. F-145(11).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:bb

RECEIVED
MAR 20 1961
FOR FILING 3-26

Monthly Transaction No.

Project Report No.
7

F-145(11)
5840

Form No. 2
(9-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

3-15-61

State: Oregon

County: Morrow & Umatilla

Project No.: F-145(11)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 730 Irrigon to Umatilla

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	4-13-60	----
Rights-of-Way		
Construction	12-30-60	5.4
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 366,503	$ 206,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by
Division Engineer March 15, 1961

USComm-DC 40257

March 14, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Irrigon-Umatilla Section, Project No. F-145(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:cr

February 28, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Irrigon-Umatilla Section, Project No. F-145(11).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

Oregon State Highway Department

Federal Aid
Project No. F-145(11)

HERMISTON-UMATILLA SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 28, 1961

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code 6201
Roadway (Sta. 113+00 to Sta. 400+09.09)(Contract 5840)

Clearing and Grubbing	All Required		$ 2,000.00
Drainage Excavation, Unclassified	730 cu.yds.	$ 3.00	2,190.00
General Excavation, Unclassified	105,000 cu.yds.	0.32	33,600.00
Short Overhaul	379,600 yd.sta.	0.005	1,898.00
Long Overhaul	19,000 C-yd.sta.	0.30	5,700.00
Gravel Blanket	3,000 cu.yds.	0.80	3,000.00
Obliterating Pavement	2.00 miles	250.00	500.00
Finishing Roadbed and Slopes	5.44 miles	450.00	2,448.00
12-inch Concrete Pipe	1,780 lin.ft.	2.10	3,738.00
18-inch Concrete Pipe	1,250 lin.ft.	4.00	5,000.00
24-inch Concrete Pipe	160 lin.ft.	5.50	880.00
36-inch Concrete Pipe	90 lin.ft.	13.50	1,215.00
Type 1 Fence	2,000 rods	5.25	10,500.00
Type 2 Fence	160 rods	6.25	1,000.00
16' x 48" Metal Gates	24 only	67.00	1,608.00
Guide Posts, Type W-2	170 only	6.75	1,147.50
Course Crushed Material in Base	85,000 tons	1.03	87,550.00
3/4" - 0 Material in Base	16,700 tons	1.10	18,370.00
Sprinkling	2,600 M-gal.	1.60	4,160.00
Preparation of Base	5.44 miles	200.00	1,088.00
3/4" - 0 Material in Binder Course	600 cu.yds.	2.70	1,620.00
MC-2 Asphalt	94 tons	43.00	4,042.00
Asphaltic Concrete Mixture	22,200 tons	3.60	79,920.00
Asphalt in Mixture	1,220 tons	34.00	41,480.00
Extra for Paving Approaches	80 only	30.00	2,400.00
			$317,094.50

Flagging (57% of Contractor's Cost)	All Required	$ 2,500.00
Signs (Temporary)	All Required	1,000.00
		$ 3,500.00

Utility Work
Work by Umatilla Electric Coop. All Required $ 3,500.00

Subtotal	$324,094.50
10% Engr. & Cont.	32,408.50
Total	$356,503.00

Length of Roadway - - - - - - - - - - - 5.437 Miles
Cost of Roadway Per Mile- - - - - - - - $65,569.79

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Corp. Engr. Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00	- -
Roadway	356,503.00	200,000.00	121,503.00	35,000.00
	$366,503.00	$206,000.00	$125,503.00	$35,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

IRRIGON-UMATILLA SECTION

PROJECT NO. F-145(11)

Estimated cost of work by the Umatilla Electric Cooperative

Labor		$1,748.00
Material		1,637.00
Overhead		394.20
Salvage Credit		- 188.40 Credit
		$3,590.80
	Use	$3,500.00

Oregon State Highway Department

Federal Aid
Project No. F-145(11)

IRRIGON-UMATILLA SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 27, 1960

Type Code P.E.

Preliminary Engineering	All Required			$ 10,000.00

Type Code 6201
Roadway (Sta. 113+00 to Sta. 400+09.09)

Clearing and Grubbing	All Required			$ 5,000.00
Drainage Excavation, Unclassified	730	cu.yd.	3.00	2,190.00
General Excavation, Unclassified	105,000	cu.yd.	0.35	36,750.00
Short Overhaul	379,600	yd.sta.	0.015	5,694.00
Long Overhaul	19,000	C-yd.sta.	0.40	7,600.00
Gravel Blanket	3,800	cu.yd.	1.50	5,700.00
Obliterating Pavement	2.00	mile	500.00	1,000.00
Finishing Roadbed and Slopes	5.44	mile	1,000.00	5,440.00
12-inch Concrete Pipe	1,780	lin.ft.	2.50	4,450.00
18-inch Concrete Pipe	1,250	lin.ft.	4.50	5,625.00
24-inch Concrete Pipe	160	lin.ft.	6.00	960.00
36-inch Concrete Pipe	90	lin.ft.	10.00	900.00
Type 1 Fence	2,000	rod	5.00	10,000.00
Type 2 Fence	160	rod	6.50	1,040.00
Guide Posts, Type W-2	170	only	7.50	1,275.00
Coarse Crushed Material in Base	85,000	ton	1.40	119,000.00
3/4" - 0 Material in Base	16,700	ton	1.50	25,050.00
Sprinkling	2,600	M-gal.	3.00	7,800.00
Preparation of Base	5.44	mile	250.00	1,360.00
3/4" - 0 Material in Binder Course	600	cu.yd.	3.50	2,100.00
MC-2 Asphalt	94	ton	46.00	4,324.00
Asphaltic Concrete Mixture	22,200	ton	4.00	88,800.00
Asphalt in Mixture	1,220	ton	35.00	42,700.00
Extra for Paving Approaches	80	only	30.00	2,400.00
				$387,158.00

Flagging (57½ of Contractor's Cost)	All Required	2,500.00
Signs (Temporary)	All Required	1,000.00
		$ 3,500.00

Utility Work		
Work by El Paso Natural Gas	All Required	$ 50.00
Work by Umatilla Electric Co-op.	All Required	600.00
		$ 650.00
	Subtotal	$391,308.00
	10% Engr. & Cont.	39,130.00
	Total	$430,438.00

Length of Roadway - - - - - - - - - 5.437 miles
Cost of Roadway per mile- - - - - $79,168.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Corp. Engr. Funds
Prelim. Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00	-
Roadway	430,438.00	232,000.00	155,438.00	$ 43,000.00
	$440,438.00	$238,000.00	$159,438.00	$ 43,000.00

Oregon State Highway Department

Federal Aid
Project No. F-145(11)

IRRIGON-UMATILLA SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MORROW AND UMATILLA COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 12, 1961

Type Code P.E.

Preliminary Engineering	All Required	$	$ 10,000.00

Type Code 6201
Roadway (Sta. 113+00 to Sta. 400+09.09)

Clearing and Grubbing	All Required	$	$ 5,000.00
Drainage Excavation, Unclassified	730 cu.yds.	3.00	2,190.00
General Excavation, Unclassified	105,000 cu.yds.	0.35	36,750.00
Short Overhaul	379,600 yd.stas.	0.015	5,694.00
Long Overhaul	19,000 C-yi.stas.	0.40	7,600.00
Gravel Blanket	3,800 cu.yds.	2.00	7,600.00
Obliterating Pavement	2.00 miles	1,000.00	2,000.00
Finishing Roadbed and Slopes	5.44 miles	1,000.00	5,440.00
12-inch Concrete Pipe	1,780 lin.ft.	2.50	4,450.00
18-inch Concrete Pipe	1,250 lin.ft.	4.50	5,625.00
24-inch Concrete Pipe	160 lin.ft.	6.00	960.00
36-inch Concrete Pipe	90 lin.ft.	10.00	900.00
Type 1 Fence	2,000 rods	5.00	10,000.00
Type 2 Fence	160 rods	6.50	1,040.00
16' x 48" Metal Gates	24 only	85.00	2,040.00
Guide Posts, Type W-2	170 only	7.50	1,275.00
Course Crushed Material in Base	85,000 tons	1.40	119,000.00
3/4" - 0 Material in Base	16,700 tons	1.50	25,050.00
Sprinkling	2,600 M-gals.	3.00	7,800.00
Preparation of Base	5.44 miles	250.00	1,360.00
3/4" - 0 Material in Binder Course	600 cu.yds.	3.50	2,100.00
MC-2 Asphalt	94 tons	46.00	4,324.00
Asphaltic Concrete Mixture	22,200 tons	4.00	88,800.00
Asphalt in Mixture	1,220 tons	35.00	42,700.00
Extra for Paving Approaches	80 only	30.00	2,400.00
			$392,098.00
Flagging (57½% of Contractor's Cost	All Required		2,500.00
Signs (Temporary)	All Required		1,000.00
			$ 3,500.00

Utility Work		
Work by El Paso Natural Gas	All Required	$ 50.00
Work by Umatilla Electric Co-Op	All Required	600.00
		$ 650.00
	Subtotal	$396,248.00
	10% Engr. & Cont.	39,624.00
	Total	$435,872.00

Length of Roadway - - - - - - - - - - - 5.437 Miles
Cost of Roadway Per Mile- - - - - - - - $80,167.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	U.S. Corp. Engr. Funds
Prelim. Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00	- -
Roadway	435,872.00	235,000.00	157,872.00	$ 43,000.00
	$445,872.00	$241,000.00	$161,872.00	$ 43,000.00

RECEIVED
MAR 14 1963
FOR FILING

F-4 (1)
4140

March 14, 1963

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CR:Nmb
Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ————Irrigon-Umatilla Section
Contract 5955 ————Boardman Jct.-Irrigon Section
Contract 6014 ————John Day River Bridge
Contract 6209 ————Blalock-Arlington
Contract 6219 ————Arlington Viaduct

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	372,843.00	245,304.00	127,539.00
6014	2,157,260.79	1,374,143.51	678,529.01	695,614.50
6209	691,252.61	635,952.40	-	635,952.40
6219	-	-	-	-
				$1,459,105.90

This report includes work performed to March 5, 1963.

RECEIVED
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FOR FILING

F-III (1)
5840

February 14, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L A N

L. H. Young
Office Engineer

CHH:fb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	372,843.00	245,304.00	127,539.00
6014	2,020,612.42	1,299,674.53	678,529.01	621,145.52
				$748,684.52

Date of this report is as of February 5, 1963

RECEIVED
JAN 14 1963
FOR FILING

January 14, 1963

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:lt

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U. S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Date of this report is as of January 5, 1963

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
* 5955	1,334,348.00	372,843.00	245,304.00	127,539.00
** 6014	1,924,304.87	1,244,852.31	678,529.01	566,323.30
				$693,862.30

* December 5, 1962 report showed Army Engineer's total share $35,000 too high. Army Engineer's share on Contracts 5840 and 5955 is a total of $407,843.00 if treaty with Canada is ratified.

** Total expenditures on John Day River Bridge Contract increased considerably because of payment for materials on hand of approximately $490,000.

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FOR FILING

5740

December 13, 1962

Resident Engineer
U.S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHH:jb

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Date of this report is as of December 5, 1962

Cont. No.	Total Amount of Work performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,334,348.00	407,843.00	245,304.00	162,539.00
6014	1,189,567.00	831,847.16	678,529.01	153,318.15
				$315,857.15

RECEIVED
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FOR FILE
5840

November 14, 1962

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Att.

CRM:jb

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Date of this report is as of November 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,287,934.00	339,217.80	245,304.00	93,913.80
6014	1,157,167.00	814,235.00	558,211.20	256,023.80
				$349,937.60

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FOR FILING

5840

October 16,1962

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon

Dear Sir:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Att.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——————Irrigon-Umatilla Section
Contract 5955 ——————Boardman Jct.-Irrigon Section
Contract 6014 ——————John Day River Bridge

Date of this report is as of October 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,269,745.58	321,863.73	245,304.00	76,559.73
6014	1,042,429.00	764,812.00	558,211.20	206,600.80
			Total	$283,160.53

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5840
NPWVQ-S

U. S. ARMY ENGINEER RESIDENT OFFICE
CORPS OF ENGINEERS
JOHN DAY RELOCATIONS, SOUTH SHORE
P. O. BOX 46
Boardman, Oregon

21 September 1962

Re: U. S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265; Relocation of U. S. Routes 30 and 730, Around John Day Lock and Dam; Contracts Nos. 5840, 5955, and 6014

REFERRED TO
Forest Cooper
BY SECRETARY

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Reference is made to the letter to you from the Contracting Officer dated 9 July 1962. Kindly address all correspondence concerning the subject contracts to the address as follows:

Resident Engineer
U. S. Army Engineer Resident Office
John Day Relocations, South Shore
P. O. Box 46
Boardman, Oregon.

Sincerely yours,

BEN W. MOLLE
Resident Engineer

RECEIVED
SEP 21 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 18 1962
FOR FILING
5840

September 17, 1962

U. S. Army Engineer Resident Office
Corps of Engineers
P. O. Box 741
Pasco, Washington

Attention: Mr. George J. Schoch

Gentlemen:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CN:bb

Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 ——— Irrigon-Umatilla Section
Contract 5955 ——— Boardman Jct.-Irrigon Section
Contract 6014 ——— John Day River Bridge

Date of this report is as of September 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 35,000.00	$ -
5955	1,269,745.58	321,863.73	245,304.00	76,559.73
6014	929,221.00	741,870.09	558,211.20	183,658.89
			Total	$260,218.62

RECEIVED
AUG 24 1962
FOR FILING
F-145 (11)
5840

August 23, 1962

U. S. Army Engineer Resident Office
Corps of Engineers
P. O. Box 741
Pasco, Washington

Attention: Mr. George J. Schoch

Gentlemen:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

CRN:mmb
Enc.

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 — Irrigon-Umatilla Section
Contract 5955 — Boardman Jct.-Irrigon Section
Contract 6014 — John Day River Bridge

Date of this report is as of August 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 25,000.00	$ 10,000.00
5955	1,233,223.67	321,095.77	174,619.72	146,476.05
6014	910,077.56	708,019.90	558,211.20	149,808.70
			Total	$306,284.75

RECEIVED
JUL 16 1962
FOR FILING
E 14-(11)
5840

July 12, 1962

U. S. Army Engineer Resident Office
Corps of Engineer
P. O. Box 741
Pasco, Washington

Attention: Mr. George J. Schoch

Gentlemen:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CHH:cr

OREGON STATE HIGHWAY COMMISSION

Referring to U. S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 — Irrigon-Umatilla Section
Contract 5955 — Boardman Jct.-Irrigon Section
Contract 6014 — John Day River Bridge

Date of this report is as of July 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U. S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 378,919.48	$ 35,000.00	$ 25,000.00	$ 10,000.00
5955	1,211,831.14	320,474.87	174,619.72	145,855.15
6014	895,173.92	690,080.29	558,211.20	131,869.09
			Total	$287,724.24

RECEIVED
AUG 2 1962
FOR FILING
5840

August 2 1962

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

A post-final payment in the amount of $2,080.00 will be made to R. E. Hall Const Co., assigned to Clarence Braden, on contract #5840 for grading-paving the Irrigon-Umatilla Section of the Columbia River Highway, in Morrow-Umatilla Counties, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $337,185.07, including the post-final payment. Of the total, $3,918.18 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
W. A. Lloyd, Res. Agent
Milton-Freewater, Oregon

cc: R. E. Hall Const. Co.,
1720 SW Goodwin Place
Pendleton
Oregon

RECEIVED
1962
FOR FILING

OREGON STATE HIGHWAY COMMISSION

F 145(11)
5840

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays #1

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5840 Contractor R. E. Hall Construction Co.

Highway Columbia River

Section Irrigon-Umatilla

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend granting ~~eleven~~ thirteen days as per attached memorandum to Mr. Klaboe. Due to delay in paving subcontractor's operation schedule as a result of operating engineer's strike in 1961.

June 29, 1962 for 13 days
Floyd Lowry

Recommended for Approval:

A. F. Parson
Division Engineer

H. D. Klaboe
Construction Engineer or Bridge Engineer

R. H. Baldock
ASSISTANT State Highway Engineer

Contract No.	5840
Project designation	F 145(11) State-Federal
Date awarded	February 23, 1961
Work started	February 27, 1961
Per cent completed	100 12-1-61 Date
No. of Workdays Allowed	115
No. of Workdays Used	147
No. of Added Workdays Requested	32

E—230 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 4, 19 62

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 115 days to 147 days, within which to complete our Contract No. 5840, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: ATTACHED

Respectfully submitted,

R. E. Hall Construction Co.
Contractor

By Cecil Hall Attorney/In/Fact

CONSENT OF SURETY

Date April 4, 19 62

We, Fireman's Fund Insurance Co.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Cecil Hall
Attorney-in-fact
Akers and Jones, Inc.

Frank Akers
Resident Ag
Milton-Freewater, Oregon

Fireman's Fund Insurance Co.
Iris Giordano
Iris Giordano, Attorney-in-fact
(SEAL)

CONTRACTORS REQUEST
for
INCREASE IN NUMBER OF WORKDAYS
to
COMPLETE CONSTRUCTION CONTRACT

Your attention is respectfully invited and pointed toward certain facts concerning our work on Contract No. 5840, Irrigon-Umatilla Section of the Columbia River Highway in Morrow-Umatilla Counties. This material constitutes the basis for our request for an increase in the number of workdays within which to complete this contract. We feel certain that when you are fully apprised of the uncontrollable difficulties which we encountered during the prosecution of the work, you will agree that an extension of time should be allowed.

This contract was awarded on February 23, 1961 with a time limit of 85 workdays. The job was scheduled to begin February 27, 1961 and our projected work schedule for the job was designed to complete the contract well within the time limitation. The first workday was charged on March 1, 1961.

We encountered "slowdown" problems from the very outset. Our first problems involved the fence between the railroad tracks of the Union Pacific Railroad and the right-of-way and the telephone and power polls along and within the right-of-way. These matters were brought to the attention of the State and, we are informed, that the State brought pressure to bear on the companies for removal of these obstructions. However, while it appears that the railroad, power and telephone companies may not have been dilatory in their response to the State's request for removal of the obstructions, their inability, due to "paper work" involvements, to perform the necessary work until the job was almost completed, greatly contributed to access, handling and other problems we were experiencing on the job and slowed us down considerably. However, the time loss arising from the foregoing and certain other difficulties, was compensated for when the State Highway Commission at its meeting of July 28, 1961 granted an increase of 30 workdays - from 85 to 115 - for completion of the contract.

It should be pointed out, however, that the aforementioned increase in workdays did not cover the time loss experienced by this company and by our paving contractor, Russell Olson Construction Co., Inc., due to the prolonged strike condition which existed during the course of the contract. This strike completely tied up our paving contractor and rendered it impossible for that Company to complete its work at the time scheduled. After the strike, which extended some 46 days from July 1, 1961 to August 15, 1961 inclusive, Russell Olson Construction Co., Inc. was compelled to complete the job to which it was committed when the strike occurred before focusing attention toward the completion of the Irrigon-Umatilla job. The measurable damages, timewise, over which neither this Company nor Russell Olson Construction Co., Inc. had control, therefore, is 46 days, the duration of the strike.

Therefore, we respectfully request an increase in the number of workdays from 115 to 147 days, within which to complete our Contract No. 5840, without the assessment of liquidated damages.

R. E. HALL CONSTRUCTION CO.

By: Earl Hall Attorney/In/Fact

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 5, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
June 29, 1962 Meeting

The contractor on the Irrigon-Umatilla Section, Contract 5840, has requested a time extension of 32 days without the assessment of damages.

The paving work on the project was performed under a subcontract. At the time the paving was to start, the subcontractor was shut down because of a strike. This strike did not affect the prime contractor. There was a period of 13 work days, between July 5 and July 21, 1961, when work days were charged against this job and during which period the subcontractor could not operate because of strike.

It is felt that the claim has merit, and it is recommended that the contract time be extended 13 days.

This matter has the approval of the Bureau of Public Roads and will appear on the agenda for the Highway Commission meeting on June 29.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc Mr. Floyd Query
Mr. G. S. Paxson
Mr. R. L. Porter
Mr. V. D. Wolfe
Mr. Frank Morgan

VOTED
FLOYD QUERY

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE
Salem, Oregon

TO : Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 24, 1962

FROM : C. G. Polk, Division Engineer
08-35.4DA Salem, Oregon

SUBJECT: Oregon Project F-145(11), Irrigon-Umatilla Section

Based on your reanalysis of the proposed additional extension of time on the subject project, as outlined in Mr. Klaboe's May 23, 1962 letter, we now concur in the additional 13 days which you request be granted.

RECEIVED
MAY 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 23, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Extension of Time
Irrigon-Umatilla Section
Columbia River Highway
Project No. F-145(11)

Dear Mr. Polk:

In addition to the information transmitted to you on May 15, 1962, we wish to give you the following information:

The prime contractor had signed a subcontract with Russell Olson Construction Co. for the paving on this project. This subcontract was approved in April, 1961. The paving subcontractor had scheduled his operations so as to move in on this project at about the same time the prime contractor finished his work and had prepared the job for the paving operation.

The paving subcontractor was shut down by strike 13 workdays between July 5 and July 21, 1961. After work started again on August 15, it took the paving subcontractor 15 workdays to complete his work on the Glover-Perry Section (Project I-80N-6(17)247). This paving was completed on September 7, 1961. Thus, if the strike had not occurred, the paving subcontractor would have moved on to this project within 2 workdays after the completion of the binder course. These two days would have been charged, of course, had there been no strike.

Due to the fact that there was no non-union operated paving plant available at the time, and time did not allow the contractor to acquire his own plant, even if he had so elected, the job lost the 15 days that passed between the time he could have started the paving and when he actually started. Project I-80N-6(17)247 was completed after using all 180 days allowed,

NOTED
R. L. PORTER

so it was not possible to have moved from that project to F-145(11) without overrunning the time limit on the Interstate job.

We, therefore, respectfully request that you reconsider your denial of participation in an extension of time of 13 days on this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh

cc: R. L. Porter
A. F. Parson

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 18, 1962

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project F-145(11), Irrigon-Umatilla Section

Reference is made to Mr. Porter's May 15, 1962 letter requesting a time extension for the subject project.

In effect, you request that the prime contractor not be charged time during the period between July 5, 1961 and July 21, 1961 since the paving subcontractor could not work on another project during that period due to a strike. However, you indicate and our inspection reports confirm the fact that the prime contractor, not affected by the strike, was working at more than 60 percent efficiency and that the project was not ready for paving at that time.

Since no work days were charged during the period from July 21, 1961 to August 15, 1961 when the subcontractor could not pave on this project due to the strike, we must construe that any further delay was due to a shortage of equipment or labor. Consequently, we cannot concur in a further extension of time on this project as you request.

original returned To Morgan
with note
5-21-62

May 15, 1962

Mr. C. H. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon-Umatilla Section
Columbia River Highway
Contract No. 9240
Project F-145(11)

Dear Sir:

The contractor on this project has requested that his work time be increased 32 additional days without the assessment of liquidated damages. He lists as a reason to support his request the effect of the operating engineer's strike of last summer.

The prime contractor, Hall, was not affected by the strike which began on July 5, 1961. He continued working—placing rock and finally binder up through July 20. Since the next order of work was the AC paving operation and since the paving subcontractor, Emerell Olsen, was shut down by the strike (on another project), work time was not counted between July 21 and August 15 when the strike ended. At the time the resident engineer believed he was following a fair interpretation of the rules—and so he was.

Nevertheless, this procedure did act to damage the contractor as a consequence of the strike. The prime and sub had set up a planned operation whereby the sub would be paving another job during the time the prime was placing the rock materials and whereby the sub would move in shortly after the prime had completed his work.

The strike acted to upset this operation by preventing the sub from doing his planned paving work on the other job during the time the prime was placing the rock. Therefore, the project lay idle after the binder was placed until the sub caught up with his other work and was able to move onto the job.

Since we did not charge time between July 21 and August 15 inclusive, these days cannot be considered. However, we did charge 13 days between the beginning of the strike and July 21.

Under the circumstances, we failed to carry out our obligations and duties to consider all the effects of the strike when charging time.

May we have your concurrence in extending work time on this contract 13 days to a new total of 128 days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

E. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan
A. F. Parsen

FBK:fp:ajw

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 9, 1962

SUBJECT: Increase in Work Day Count
Irrigon-Umatilla Section
Columbia River Highway
Contract No. 5840

To:
Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

Attached is Contractor's Request for Increase in Number of Workdays to Complete Construction Contract from the R. E. Hall Construction Company on the Irrigon-Umatilla Section of the Columbia River Highway, Contract No. 5840. The contractor is requesting 32 additional days because of the strike which stopped work by the paving subcontractor.

The prime contractor, Hall, was not affected by the strike which began on July 5, 1961. He continued working placing rock and finally binder up through July 20. Since the next order of work was the AC paving operation and since the paving subcontractor, Russell Olson, was shut down by the strike (on another project), worktime was not counted between July 21 and August 15 when the strike ended. At the time the resident engineer believed he was following a fair interpretation of the rules -- and so he was.

Nevertheless, this procedure did act to damage the contractor as a consequence of the strike. The prime and sub had set up a planned operation whereby the sub would be paving another job during the time the prime was placing the rock materials and whereby the sub would move in shortly after the prime had completed his work.

The strike acted to upset this operation by preventing the sub from doing his planned paving work on the other job during the time that the prime was placing the rock. Therefore, the project layed idle after the binder was placed until the sub caught up with his other work and was able to move onto the job.

Since we did not charge time between July 21 and August 15, these days cannot be considered. However, we did charge 13 days between July 5 (when the sub was shutdown by the strike) and July 20. It appears now that we should have credited the contractor with 13 work days following the end of the strike to compensate for these charges.

Since we did not do this, our only alternative now is to grant an extension of 13 days on the basis that we failed to carry out our obligation and duties set forth in verbal agreements with the A.G.C. to the effect that we would consider all the effects of the strike when charging work time.

We therefore recommend that work time be extended a total of 13 days from 115 to 128 days. If granted, the contractor will be charged 19 days liquidated damages at $160 per day for a total of $3,040.

Rough drafts to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

Enc.

cc A. F. Parson

RECEIVED
MAY 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

R. E. HALL CONSTRUCTION COMPANY

PHONE
CR 6-6794

39 S. E. THIRD
PENDLETON, OREGON

April 6, 1962

Forrest Cooper

Mr. Floyd Query, Secretary
Oregon State Highway Commission,
State Highway Department,
Salem, Oregon

Dear Sir:

The attached Contractors Request for Increase in Number of Workdays to Complete Construction Contract is respectfully submitted for your consideration and approval. We believe the validity of our claim will enable you to recommend positive action in the matter.

Sincerely yours,

R. E. HALL CONSTRUCTION CO.

By: J. M. Lucas

Attachments

CONSTRUCTION DIVISION
RE
APR 10 1962
NOTED- CE ACE ACE

Porter

RECEIVED
APR 9 1962
OREGON
STATE HIGHWAY COMMISSION

R. E. HALL CONSTRUCTION COMPANY

PHONE
CR 6-6794

39 S. E. THIRD
PENDLETON, OREGON

April 6, 1962

Forrest Cooper

Mr. Floyd Query, Secretary
Oregon State Highway Commission,
State Highway Department,
Salem, Oregon

Dear Sir:

The attached Contractors Request for Increase in Number of Workdays to Complete Construction Contract is respectfully submitted for your consideration and approval. We believe the validity of our claim will enable you to recommend positive action in the matter.

Sincerely yours,

R. E. HALL CONSTRUCTION CO.

By: L M Lucas

Attachments

CONSTRUCTION DIVISION
R E
APR 10 1962
NOTED- CE ACE ACE

Porter

RECEIVED
APR 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 1962
FOR FILING

5840

R. E. HALL CONSTRUCTION COMPANY

PENDLETON, OREGON

April 6, 1962

Correct Copy

Mr. Floyd Query, Secretary
Oregon State Highway Commission,
State Highway Department,
Salem, Oregon

Dear Sir:

The attached Contractors Request for Increase in Number of Workdays to Complete Construction Contract is respectfully submitted for your consideration and approval. We believe the validity of our claim will enable you to recommend positive action in the matter.

Sincerely yours,

R. E. HALL CONSTRUCTION CO.

By: _____

Attachments

Porter.

original To Morgan
with attachments
4-10-62

CONTRACTORS REQUEST
for
INCREASE IN NUMBER OF WORKDAYS
to
COMPLETE CONSTRUCTION CONTRACT

Your attention is respectfully invited and pointed toward certain facts concerning our work on Contract No. 5840, Irrigon-Umatilla Section of the Columbia River Highway in Morrow-Umatilla Counties. This material constitutes the basis for our request for an increase in the number of workdays within which to complete this contract. We feel certain that when you are fully apprised of the uncontrollable difficulties which we encountered during the prosecution of the work, you will agree that an extension of time should be allowed.

This contract was awarded on February 23, 1961 with a time limit of 85 workdays. The job was scheduled to begin February 27, 1961 and our projected work schedule for the job was designed to complete the contract well within the time limitation. The first workday was charged on March 1, 1961.

We encountered "slowdown" problems from the very outset. Our first problems involved the fence between the railroad tracks of the Union Pacific Railroad and the right-of-way and the telephone and power poles along and within the right-of-way. These matters were brought to the attention of the State and, we are informed, that the State brought pressure to bear on the companies for removal of these obstructions. However, while it appears that the railroad, power and telephone companies may not have been dilatory in their response to the State's request for removal of the obstructions, their inability, due to "paper work" involvements, to perform the necessary work until the job was almost completed, greatly contributed to access, handling and other problems we were experiencing on the job and slowed us down considerably. However, the time loss arising from the foregoing and certain other difficulties, was compensated for when the State Highway Commission at its meeting of July 28, 1961 granted an increase of 30 work-days - from 85 to 115 - for completion of the contract.

It should be pointed out, however, that the aforementioned increase in workdays did not cover the time loss experienced by this company and by our paving contractor, Russell Olson Construction Co., Inc., due to the prolonged strike condition which existed during the course of the contract. This strike completely tied up our paving contractor and rendered it impossible for that Company to complete its work at the time scheduled. After the strike, which extended some 46 days from July 1, 1961 to August 15, 1961 inclusive, Russell Olson Construction Co., Inc. was compelled to complete the job to which it was committed when the strike occurred before focusing attention toward the completion of the Irrigon-Umatilla job. The measurable damages, timewise, over which neither this Company nor Russell Olson Construction Co., Inc. had control, therefore, is 46 days, the duration of the strike.

Therefore, we respectfully request an increase in the number of workdays from 115 to 147 days, within which to complete our Contract No. 5840, without the assessment of liquidated damages.

R. E. HALL CONSTRUCTION CO.

By: _____ Attorney/In/Fact

RECEIVED
JUL 19 1962
FOR FILING

July 18, 1962

96

Mr. Warne Munn
Executive Assistant
Executive Department
State Capitol Building
Salem 10, Oregon

Dear Mr. Munn:

Enclosed is our suggested answer to Mrs. Allary Andersen's latest complaint.

We have had the matter investigated in detail and find the condition in front of her establishment is about the same as several others along this section of highway. We have widened the approaches to the service station; in fact, they are almost 90 feet in width where they join the traveled surface. I believe what Mrs. Anderson is attempting to promote is a long, open frontage across the entire length of her service station property. These are the type of approaches that cause serious accidents because of the lack of control of people turning in and out and from cars parked in the entrance area adjacent to the highway. We have a standard service station approach which has proven to be reasonably safe that is similar to the approach in front of the Anderson's service station. Contrary to the impression given by Mrs. Anderson, it is not difficult to turn from the highway to the gas pumps nor do we feel that we have taken unreasonable or discriminatory action in this case. The service station is a very modest affair and the wide accesses which we have provided give ample approaches in the main highway facility. Long, continuous open approaches breed accidents and we do not believe that it is in the public interest to construct this type of facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.
(No. 2 Picture - to be returned)

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe

RLP:ajw FC:fn

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
July 18, 1962

Mrs. Allary Anderson
Route 2, Box 120
Umatilla, Oregon

Dear Mrs. Anderson:

Since receipt of your letter of June 18, a comprehensive and detailed study of your complaint has been made by the Highway Department. The condition that you have complained of; namely, a ditch along the highway in front of your service station, is necessary to properly take care of roadbed drainage during periods of intense rainfall. I am told that the type of construction is not peculiar to your business but exists in several other locations along this section of highway as well as at numerous other locations throughout the state.

The Highway Department further reports that it has widened both the ingress to and egress from your service station substantially, and that the approaches are entirely adequate.

I appreciate your concern, but as I understand it, the problem is because of the proximity of your establishment to the right-of-way line and not because the approaches are inadequate. The Highway people assure me that the approaches to your station are longer than the standard approach for businesses of this type and are adequate for ingress and egress for anyone wishing to enter your property.

RLP:ajw FC:fn

.BSIGON LAG 96 T 2-62 4:35 PM

LABOE

REFER TO OUR TELEPHONE CONVERSATION YESTERDAY. APPROACHES ARE AS FOLLOWS:

BARDMAN JCT-IRRIGON SECTION
STATION 105+80
106+80 IN FILL AREA, 5' HIGH FILL, NOT FILLED IN BETWEEN APPROACHES. ON ALL OF THE SECTION WEST OF IRRIGON ON NEW CONSTRUCTION THE ACCESS INONLY AT THE SPECIFIED POINTS, SEE MAP. THERE IS FENCED ON RIGHT OF WAY LINE AND OPEN ONLY AT THE SPECIFIED POINTS OF ACCESS.

RRIGON-UMATILLA SECTION
STATION 196+14
199+06 SUBGRADE DITCH BETWEEN APPROACHES PROHIBITS ACCESS EXCEPT AT APPROACHES.

NOTED
R. L. PORTER

TATION 348+60
349+30 THESE ARE EXISTING APPROACHES. NO GRADING WORK DONE BETWEEN RIGHT OF WAY LINE AND SHOULDERS. ACCESS PROHIBITED BETWEEN APPROACHES BY POSTS.

TATION 369+95
371+52 NO GRADING DONE BETWEEN SHOULDER AND RIGHT OF WAY LINE NO ACCESS DUE TO LAWN AND TREES BETWEEN THE APPROACHES.

TATION 377+25
378+25 NORMAL SUBGRADE DITCH PROHIBITS ACCESS EXCEPT AT APPROACHES.

TATION 383+60
384+95 NORMAL DITCH PROHIBITS ACCESS BETWEEN APPROACHES.
(ANDERSON APPROACH)

TATION 392+34
393+75
395+50 RESTAURANT, SERVICE STATION, AND DWELLING. NO PIPES, NO DITCH BETWEEN SHOULDERS AND RIGHT OF WAY LINE. IN GENERAL, TRAFFIC USING SPECIFIED APPROACHES. CAN HOWEVER, CROSS RIGHT OF WAY LINE BETWEEN APPROACHES. THIS IS THE ONLY COMBINATION OF APPROACHES THAT WILL ALLOW ACCESS BETWEEN SPECIFIED APPROACHES.

N THE MATTER OF PUBLIC SAFETY, WE STRONGLY RECOMMEDND AGAINST ANY CHANGE IN OUR POLICY IN THE DIVISION WHICH CALLS FOR THE DELINEATION AND COMPLETE SEPERATION OF ALL DUAL APPROACHES. THIS IN ACCORDANCE WITH PREVIOUS GENERAL INSTRUCTIONS. IF WE ARE REQUIRED TO FILL IN THE SPACE ALONG THIS SECTION OF THE HIGHWAY BETWEEN THE SHOULDER AND RIGHT OF WAY LINE THUS ALLOWING NUMEROUS TRAFFIC PATHS, WE WILL BE SETTING A PRECEDENT THAT WE WILL HAVE TO FOLLLOW OVER THE WHOLE DIVISION. WE WOULD LIKE TO EPHASIZE THAT THIS MUST NOT OBTAIN.

C D CANNON
IF

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1962

SUBJECT: Allery Anderson Service Station
Irrigon-Umatilla Section
(Assignment 174-K)

To: Mr. R. L. Porter
Ass't. State Highway Engineer

BUILDING

C. C. McKinney and G. L. Decker interviewed Mrs. Allery Anderson on June 27 regarding her latest letter (June 18) to the Governor complaining about conditions in front of their station near Umatilla.

The above letter was number three from Mrs. Anderson on this subject.

Action taken to letter number one is outlined in the attached copy of letter dated October 26, 1961, to Governor Hatfield from Mr. Cooper.

Action taken to letter number two is outlined in the attached copies of two letters, one dated November 29, 1961, to Mr. Cooper from L. H. Young, and one dated December 19, 1961, to Mr. Warne Nunn from Mr. Cooper.

During the interview of June 27 Mrs. Anderson seemed primarily concerned with the open ditch in front of the station, referred to by her as the "hole". An attempt was made to explain the need and purpose of this type of construction; however, Mrs. Anderson remained unconvinced. She was given no reason to believe the Highway Department would deviate from practice and policy in this instance.

A minor complaint was arrangement of the sight posts around the "hole". She was advised this pattern could be altered. The D.M.S. has been advised to contact the Andersons on this and, within reason, arrange the sight posts to their satisfaction.

During the conversation with Mrs. Anderson she freely admitted their installation was too close to the highway and should be moved back with the pumps being centered in the property. A "Prior to Construction" and "After Construction!" sketch is attached to illustrate the general layout. Three polaroid pictures were taken on June 27 and are attached to further illustrate conditions. No. 1 of these

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OFFICE OF
STATE HIGHWAY ENGINEER

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R. L. PORTER

pictures is a general view of the Anderson station. No. 2 presents the appearance of the station to a motorist approaching from the west. No. 3 was taken and the right of way line superimposed thereon.

Filling in the "hole" remains the only thing left that might help business at this station without rearrangement of facilities. I get the impression that Mrs. Anderson will not be satisfied until this is done. It should be mentioned that "the trailer court down the road" with the "hole" filled in which is referred to in Mrs. Anderson's letter, happens to be a wide driveway with a culvert which was left in place.

The next move at this time would appear to be for the District Maintenance Superintendent to approach the Andersons with the suggestion they submit a request for permit to fill in the "hole" after all design requirements are fulfilled. This move is recommended.

A suggested reply for the Governor's signature is attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Field Construction Engineer

GLD:bjh
Attachments
cc: A. F. Parson
L. C. Smitton
C. C. McKinney

Helen

PLEASE RETURN TO
R. L. PORTER

June 18 - 1962.

Dear Gov. Mark Hatfield

I have wrote to you about my plane befor. Well they carried out & fix it up some. But we still got the hole in front of the station

People come in & tell us wright out that they did not know if they should of come in. That they did not know what they heard nor its with the post around the hole.

They told us to try it like that for awhile But we have no business at all.

He went to the bank to get a loan & they said with the approach we have to the station we would not be able to make the payments.

How we have a trailer
count down the rd from one
place they fill in the hole
in front of there place. If
the hole would be of any
use at all, I could under
stand it. But there is no
culvert from one drive way
to the next. So I sure would
like to know why the hole
is there. Like today it was
before the people could stop
and then drive in to the station
now when they go by & see
what it like they back up
& come in. when they see that
they can get gas.
I want to thank you again.

Mrs Allen Anderson
R # 2 Box 120.
Umatilla
Ore.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH H. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

Oregon - Umatilla

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 19, 1961

Mr. Warne Nunn
Executive Assistant
Executive Department
Capitol Building
Salem, Oregon

Dear Mr. Nunn:

Since receiving your note and Mrs. Alley Anderson's letter of November 6, 1961, we asked our Division Engineer to make whatever reasonable adjustments he could on their service station approach. This has been done, and it is reported that Mr. Anderson is satisfied with the improvement.

It is hoped that this will settle the complaint. If you wish anything further, we shall be happy to respond. Your file is returned herewith.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc G. S. Paxson
R. L. Porter
Frank Morgan

CONSTRUCTION DIVISION
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DEC 20 1961

Salem, Oregon
November 29, 1961

Alley Anderson Service Station
Irrigon-Umatilla Section
Contract No. 5840

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

Reference is made to Mr. Anderson's second letter to Governor Hatfield dated November 6, 1961. Mr. Anderson continues to request that we fill up the ditch in front of his service station and allow him the same approach he had prior to our construction here. For your information I enclose copies of sketch maps showing conditions before and after construction.

Please note that Mr. Anderson's problem results in part from the fact that his pump installation is located too close to the right of way line and too close to his easterly property line. The approaches we have provided are a considerable improvement over anything that was existing before. However, I delineate in yellow a slightly better turning radius on Mr. Anderson's easterly approach that we will build. I have also shown on the sketch map proposed sight posts to be built at the top of the cutbank.

As you are aware, this service station is of the rural type without any businesses in the vicinity. Development of a street section with curbs along here could not be justified. It certainly would help Mr. Anderson if he could fill in the ditch between the approaches. He could then utilize more of the right of way than he now uses to service long or wide vehicles.

I have checked with our Permit Department and they state that theyoccasionally do grant permits in a case such as this which allows an owner to use right of way in his business. They could issue a permit for Mr. Anderson to fill in the ditch after installing necessary complements to the drainage. It would also be necessary for Mr. Anderson to construct a barrier such as a curb, fence or line of sight posts, which limits the approaches and the area between them to maximum standard widths, approximately what he has now. I believe that such a permit should stipulate that said barrier be constructed no close than 25 feet from the highway center line. This would give the user 3 feet of shy

B

distance beyond the edge of the shoulder.

Rough drafts of letters to the Governor and to Mr. Anderson are enclosed.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

FBK/LHY:fp

Enc.

cc A. F. Parson
R. B. Sipprell
L. C. Smitton

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 26, 1961

Hon. Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Hatfield:

I have had the complaint of Mrs. Alley Anderson, Route 2, Box 250-C, Umatilla, Oregon, investigated. Mrs. Anderson makes five specific points in her letter, as follows:

1. New construction left a ditch between the station and the highway. This is correct. Ample approaches were provided, but steps were taken to prevent indiscriminate and uncontrolled ingress and egress in order to insure traffic safety. Additional safeguards will be placed at the depression to insure safety.

2. Mrs. Anderson charges there is no drain for the depression between the approaches. This is incorrect. Drains were provided.

3. Mrs. Anderson charges that they have pulled 25 cars out of this hole. Our field investigator checked with Mr. Anderson who stated he recalled only one car which he had to help out of the hole.

4. Mrs. Anderson alleges that an underground cable was destroyed. To the best of our knowledge, this is correct, although unknown to us until the investigation took place. This will be immediately replaced.

5. The fifth charge is to the effect that the new construction has ruined their business. The station was not operating for some time prior to the start of construction on this project, but it was opened soon after the reconstruction operation began. We have no further comment concerning this point.

We shall take immediate steps to:

(a) Improve the radii of the curves on the approaches to permit safe use by all types of vehicles.

CONSTRUCTION DIVISION
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OCT 27 1961
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(b) Install adequate traffic delineators to insure traffic safety.

(c) Replace the floodlight cable.

We attach a suggested reply to Mrs. Anderson's letter for your consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

Suggested Reply to:

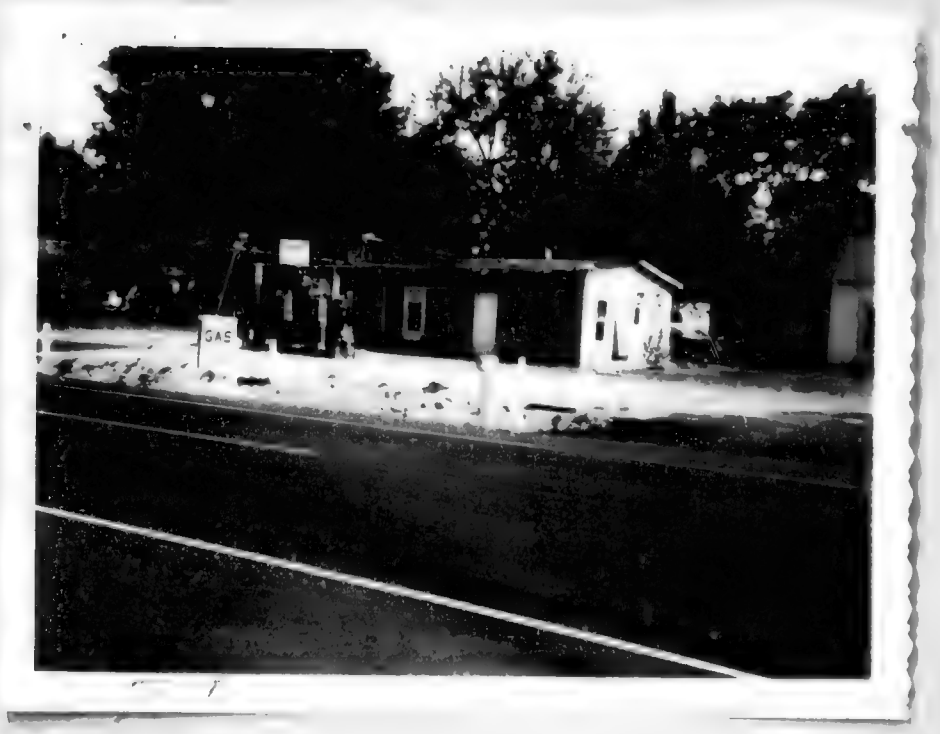
Mrs. Alley Anderson
Route 2, Box 250-C
Umatilla, Oregon

Dear Mrs. Anderson:

In response to your letter of October 11, an investigation has been made of the approaches to your service station.

I am happy to report to you that the State Highway Engineer has promised that further improvement of the approaches will be immediately undertaken. The cable to your floodlights will be replaced.

Safety of the highway users requires dual approaches be physically separated to the end that accidents are reduced. However, I have been assured that proper steps will be taken to make the approaches to your station safe and ample in width for easy ingress and egress for any size vehicle; also, that safety installations to protect this traffic will be made.


GAS

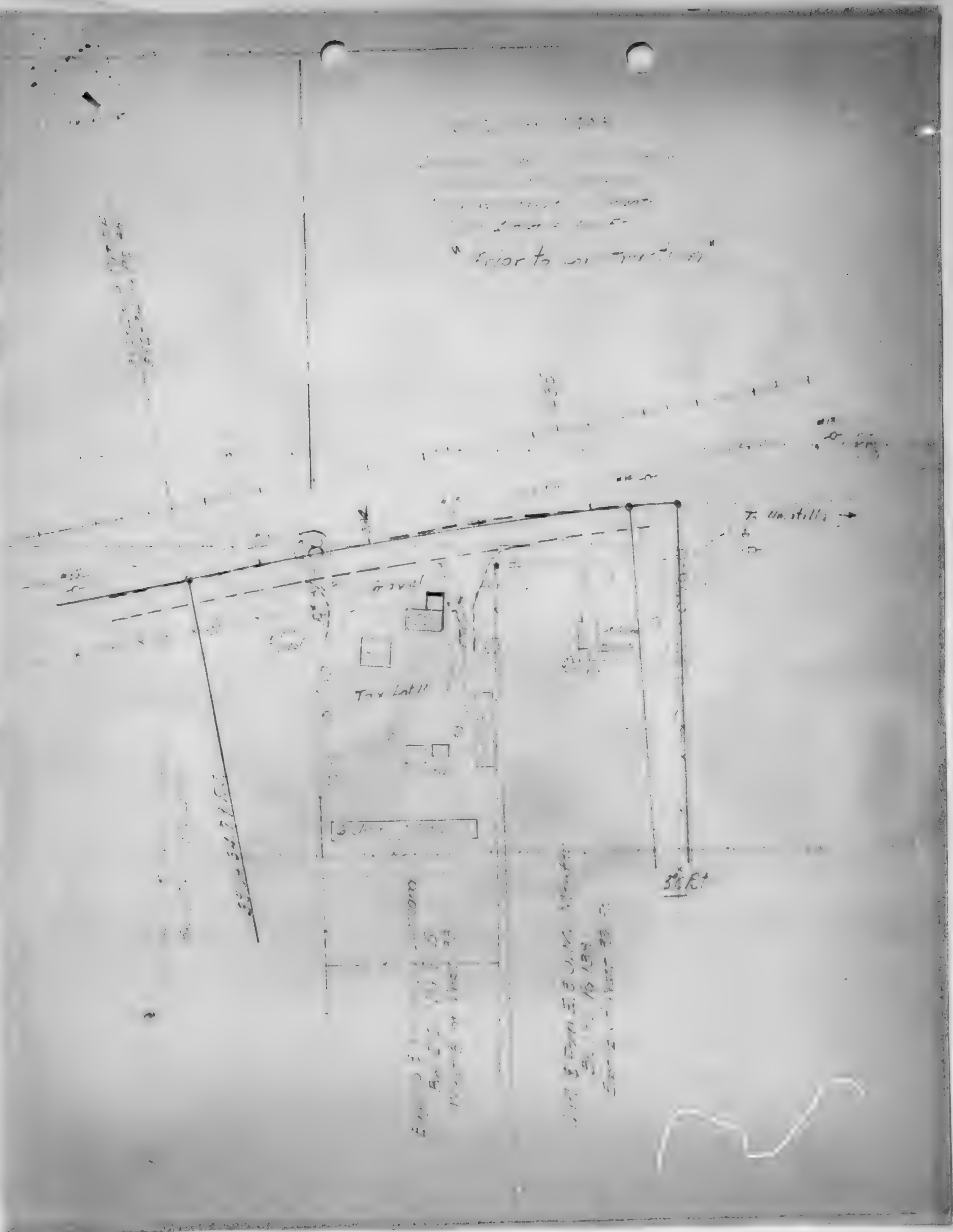
GAS

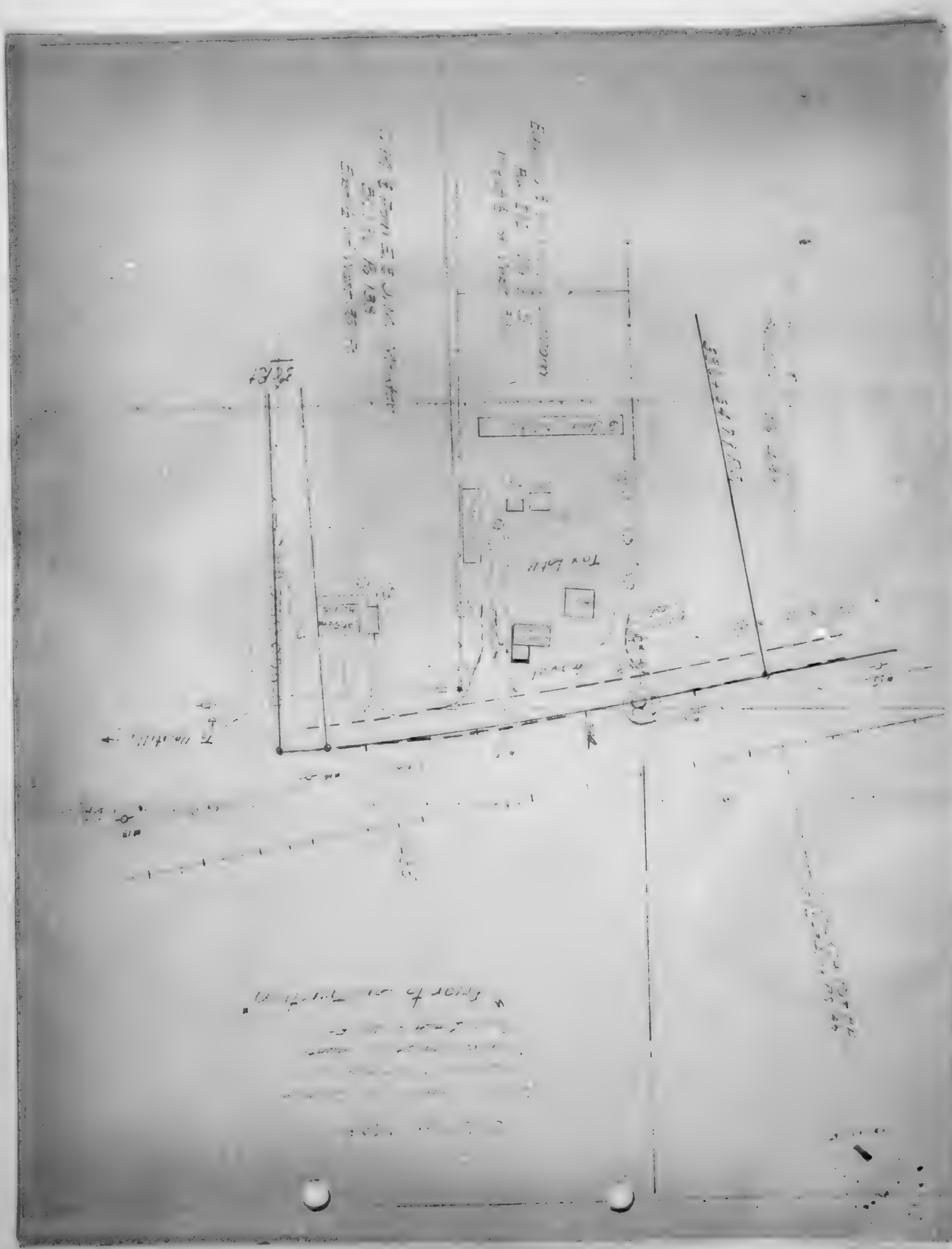
No 1 - 6-27-67
Anderson Station
Umatilla

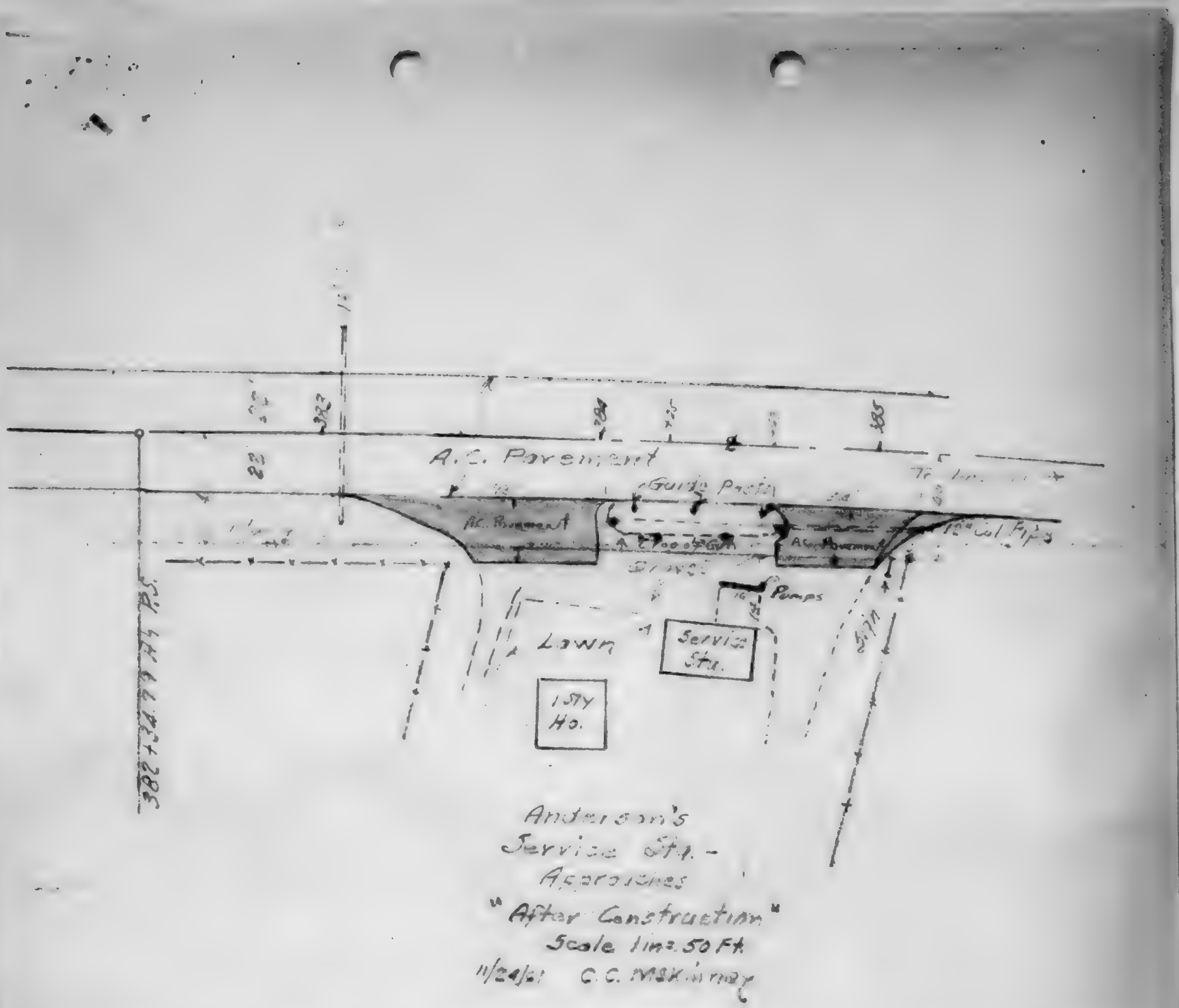
General view

No 3 - 6-27-67
Anderson station
Umatilla

Row showing
On line


To Umatilla
Tax Lot 11
54' R/W





Anderson's
Service Sta. -
Approaches
"After Construction"
Scale 1 in. = 50 Ft.
11/24/61 C. C. Mskimmon

■ Present, AC Pavement

■ Proposed Additional Const

• Proposed Sight Posts

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AUG 1 1962
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5840

June 29, 1962

R. E. Hall Const. Co.,
1720 SW Goodwin Place
Pendleton
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 29, 1962, discussed with the Engineer your request for an extension of time on contract #5840. You requested 32 additional workdays within which to complete the grading-paving on the Irrigon-Umatilla Section of the Columbia River Highway in Morrow-Umatilla Counties, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 13 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: A. F. Parsons
C. C. McKinney
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

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JUN 13 1962
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

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JUN 12 1962
5440 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 12, 1962

Mr. O. C. Shaw
West 2313 LaCrosse
Spokane 13, Washington

Water Hauling
Irrigon-Umatilla Section
Columbia River Highway
Contract 5840

Dear Mr. Shaw:

As you requested on June 3, 1962 we submit to you a breakdown of water pay quantities as follows:

R. E. Hall, prime contractor	3029.76 M-Gal.
O. C. Shaw, hauling sub	8729.50 " "
Russel Olson, paving sub	400.20 " "

We believe that this is the information you want.

Very truly yours,

F. D. Morgan
Construction Engineer

by

F. B. Klaboe
Ass't Construction Engineer

CHB:db

cc: R. L. Porter

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JUN 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

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JUN 7 1962
FOR FILING

June 5, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
June 29, 1962 Meeting

The contractor on the Irrigon-Umatilla Section, Contract 5840, has requested a time extension of 32 days without the assessment of damages.

The paving work on the project was performed under a subcontract. At the time the paving was to start, the subcontractor was shut down because of a strike. This strike did not affect the prime contractor. There was a period of 13 work days, between July 5 and July 21, 1961, when work days were charged against this job and during which period the subcontractor could not operate because of strike.

It is felt that the claim has merit, and it is recommended that the contract time be extended 13 days.

This matter has the approval of the Bureau of Public Roads and will appear on the agenda for the Highway Commission meeting on June 29.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Mr. Floyd Query
Mr. G. S. Paxson
Mr. R. L. Porter
Mr. V. D. Wolfe
Mr. Frank Morgan

RLP:ajw:er

E—230 (Rev.)—516—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 4, 19 62

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 115 days to 147 days, within which to complete our Contract No. 5840, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: ATTACHED

Respectfully submitted,

R. E. Hall Construction Co.
Contractor

By Cecil Hall Attorney/In/Fact

CONSENT OF SURETY

Date April 4, 19 62

We, Fireman's Fund Insurance Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Cecil Hall
Attorney-in-fact
Akers and Jones, Inc.

Frank Akers
Resident Agent
Milton-Freewater, Oregon

Fireman's Fund Insurance Co.
Iris Giordano
Iris Giordano, Attorney-in-fact
(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5840 Contractor R. E. Hall Construction Co.

Highway Columbia River

Section Irrigon-Umatilla

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend granting thirteen days as per attached memorandum to Mr. Klaboe. Due to delay in paving subcontractor's operation schedule as a result of operating engineer's strike in 1961.

Recommended for Approval:

A. F. Parsca
Division Engineer

F. B. Klaboe
Construction Engineer or Bridge Engineer

R. H. Baldock
ASSISTANT State Highway Engineer

Contract No. 5840

Project designation F 145(11) State-Federal

Date awarded February 23, 1961

Work started February 27, 1961

Per cent completed 100 12-1-61 Date

No. of Workdays Allowed 115

No. of Workdays Used 147

No. of Added Workdays Requested 32

CONTRACTORS REQUEST
for
INCREASE IN NUMBER OF WORKDAYS
to
COMPLETE CONSTRUCTION CONTRACT

Your attention is respectfully invited and pointed toward certain facts concerning our work on Contract No. 5840, Irrigon-Umatilla Section of the Columbia River Highway in Morrow-Umatilla Counties. This material constitutes the basis for our request for an increase in the number of workdays within which to complete this contract. We feel certain that when you are fully apprised of the uncontrollable difficulties which we encountered during the prosecution of the work, you will agree that an extension of time should be allowed.

This contract was awarded on February 23, 1961 with a time limit of 85 workdays. The job was scheduled to begin February 27, 1961 and our projected work schedule for the job was designed to complete the contract well within the time limitation. The first workday was charged on March 1, 1961.

We encountered "slowdown" problems from the very outset. Our first problems involved the fence between the railroad tracks of the Union Pacific Railroad and the right-of-way and the telephone and power polls along and within the right-of-way. These matters were brought to the attention of the State and, we are informed, that the State brought pressure to bear on the companies for removal of these obstructions. However, while it appears that the railroad, power and telephone companies may not have been dilatory in their response to the State's request for removal of the obstructions, their inability, due to "paper work" involvements, to perform the necessary work until the job was almost completed, greatly contributed to access, handling and other problems we were experiencing on the job and slowed us down considerably. However, the time loss arising from the foregoing and certain other difficulties, was compensated for when the State Highway Commission at its meeting of July 28, 1961 granted an increase of 30 work-days - from 85 to 115 - for completion of the contract.

It should be pointed out, however, that the aforementioned increase in workdays did not cover the time loss experienced by this company and by our paving contractor, Russell Olson Construction Co., Inc., due to the prolonged strike condition which existed during the course of the contract. This strike completely tied up our paving contractor and rendered it impossible for that Company to complete its work at the time scheduled. After the strike, which extended some 46 days from July 1, 1961 to August 15, 1961 inclusive, Russell Olson Construction Co., Inc. was compelled to complete the job to which it was committed when the strike occurred before focusing attention toward the completion of the Irrigon-Umatilla job. The measurable damages, timewise, over which neither this Company nor Russell Olson Construction Co., Inc. had control, therefore, is 46 days, the duration of the strike.

Therefore, we respectfully request an increase in the number of workdays from 115 to 147 days, within which to complete our Contract No. 5840, without the assessment of liquidated damages.

R. E. HALL CONSTRUCTION CO.

By: Bert Hall Attorney/In/Fact

Class 1

(A Capital Stock Company)

CERTIFIED COPY OF POWER OF ATTORNEY

Original on File at Home Office of Company. See Certification.

FIDELITY AND SURETY DEPARTMENT

ST. PAUL FIRE and MARINE *Insurance Company*

HOME OFFICE: ST. PAUL, MINNESOTA

KNOW ALL MEN BY THESE PRESENTS: That the **St. Paul Fire and Marine Insurance Company**, a corporation organized and existing under the laws of the State of Minnesota, and having its principal office in the City of Saint Paul, Minnesota, does hereby constitute and appoint

Iris Giordano
[illegible] East Alder Street
[illegible] Walla, Washington

its true and lawful attorney(s)-in-fact to execute, seal and deliver for and on its behalf as surety, any and all bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, which are or may be allowed, required or permitted by law, statute, rule, regulation, contract or otherwise, and the execution of such instrument(s) in pursuance of these presents, shall be binding upon the said **St. Paul Fire and Marine Insurance Company**, as fully and amply, to all intents and purposes, as if the same had been duly executed and acknowledged by its regularly elected officers at its principal office.

This Power of Attorney is executed, and may be certifed to and may be revoked, pursuant to and by authority of Article V, —Section 8, of the By-Laws adopted by the Board of Directors of the **St. Paul Fire and Marine Insurance Company** at a meeting called and held on the 17th day of January, 1952, of which the following is a true transcript of said Section 8:

"The President or any Vice President, Resident Vice President, Secretary or Resident Secretary, shall have power and authority

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company, and attach the Seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and

(2) To appoint Special Attorneys-in-fact, who are hereby authorized to certify to copies of any power-of-attorney issued in pursuance of this section and/or any of the By-Laws of the Company, and

(3) To remove, at any time, any such Attorney-in-fact or Special Attorney-in-fact and revoke the authority given him."

IN TESTIMONY WHEREOF, the **St. Paul Fire and Marine Insurance Company** has caused this instrument to be signed and its corporate seal to be affixed by its authorized officer, this 15th day of March A. D. 1961

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

STATE OF MINNESOTA }
County of Ramsey } ss.

Vice President.

On this 15th day of March 1961, before me came the individual who executed the preceding instrument, to me personally known, and, being by me duly sworn, said that he is the therein described and authorized officer of the **St. Paul Fire and Marine Insurance Company**; that the seal affixed to said instrument is the Corporate Seal of said Company; that the said Corporate Seal and his signature were duly affixed by order of the Board of Directors of said Company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal, at the City of Saint Paul, Minnesota, the day and year first above written.

C. L. JAEGER

Notary Public, Ramsey County, Minn.
My Commission Expires June 2, 1967.

CERTIFICATION

I, the undersigned, a Special Attorney-in-fact of the **St. Paul Fire and Marine Insurance Company**, duly appointed pursuant to and by authority of the By-Laws of said Company, do hereby certify that I have compared the foregoing copy of the Power of Attorney and affidavit, and the copy of the Section of the By-Laws of said Company as set forth in said Power of Attorney, with the **ORIGINALS ON FILE IN THE HOME OFFICE OF SAID COMPANY**, and that the same are correct transcripts thereof, and of the whole of the said originals, and that the said Power of Attorney has not been revoked and is now in full force and effect.

IN TESTIMONY WHEREOF, I have hereunto set my hand this 4 day of April 1962

FIDELITY AND SURETY
DEPARTMENT

ST. PAUL
FIRE and MARINE
Insurance Company

HOME OFFICE: ST. PAUL. MINNESOTA

KNOW ALL MEN BY THESE PRESENTS: That the **St. Paul Fire and Marine Insurance Company**, a corporation organized and existing under the laws of the State of Minnesota, and having its principal office in the City of Saint Paul, Minnesota, does hereby constitute and appoint

Iris Giordano
41 East Alder Street
Walla Walla, Washington

its true and lawful attorney(s)-in-fact to execute, seal and deliver for and on its behalf as surety, any and all bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, which are or may be allowed, required or permitted by law, statute, rule, regulation, contract or otherwise, and the execution of such instrument(s) in pursuance of these presents, shall be binding upon the said **St. Paul Fire and Marine Insurance Company**, as fully and amply, to all intents and purposes, as if the same had been duly executed and acknowledged by its regularly elected officers at its principal office.

This Power of Attorney is executed, and may be certifed to and may be revoked, pursuant to and by authority of Article V, —Section 8, of the By-Laws adopted by the Board of Directors of the **St. Paul Fire and Marine Insurance Company** at a meeting called and held on the 17th day of January, 1952, of which the following is a true transcript of said Section 8:

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(2) To appoint Special Attorneys-in-fact, who are hereby authorized to certify to copies of any power-of-attorney issued in pursuance of this section and/or any of the By-Laws of the Company, and

(3) To remove, at any time, any such Attorney-in-fact or Special Attorney-in-fact and revoke the authority given him."

IN TESTIMONY WHEREOF, the **St. Paul Fire and Marine Insurance Company** has caused this instrument to be signed and its corporate seal to be affixed by its authorized officer, this 15th. day of March A. D. 1961

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

STATE OF MINNESOTA }
County of Ramsey } ss.

Vice President.

On this 15th day of March 1961, before me came the individual who executed the preceding instrument, to me personally known, and, being by me duly sworn, said that he is the therein described and authorized officer of the **St. Paul Fire and Marine Insurance Company**; that the seal affixed to said instrument is the Corporate Seal of said Company; that the said Corporate Seal and his signature were duly affixed by order of the Board of Directors of said Company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal, at the City of Saint Paul, Minnesota, the day and year first above written.

C. L. JAEGER

Notary Public, Ramsey County, Minn.
My Commission Expires June 2, 1967.

CERTIFICATION

I, the undersigned, a Special Attorney-in-fact of the **St. Paul Fire and Marine Insurance Company**, duly appointed pursuant to and by authority of the By-Laws of said Company, do hereby certify that I have compared the foregoing copy of the Power of Attorney and affidavit, and the copy of the Section of the By-Laws of said Company as set forth in said Power of Attorney, with the **ORIGINALS ON FILE IN THE HOME OFFICE OF SAID COMPANY**, and that the same are correct transcripts thereof, and of the whole of the said originals, and that the said Power of Attorney has not been revoked and is now in full force and effect.

IN TESTIMONY WHEREOF, I have hereunto set my hand this 4 day of April 1962

H. Wiggum Jr.

Special Attorney-in-fact.

*Unlimited as to character and amount.

10670 Ed. 1-56

GENERAL
POWER OF
ATTORNEY

FIREMAN'S FUND INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS: That FIREMAN'S FUND INSURANCE COMPANY, a Corporation duly organized and existing under the laws of the State of California, and having its principal office in the City and County of San Francisco, in said State, has made, constituted and appointed, and does by these presents make, constitute and appoint IRIS GIORDANO -

of WALLA WALLA, in the State of WASHINGTON, its true and lawful Attorney(s)-in-fact, with full power and authority hereby conferred, to make, execute, seal and deliver, on its behalf, and as its act and deed,

ANY AND ALL BONDS, RECOGNIZANCES, CONTRACTS, AGREEMENTS OF INDEMNITY AND OTHER CONDITIONAL OR OBLIGATORY UNDERTAKINGS; PROVIDED, HOWEVER, THAT THE PENAL SUM OF ANY ONE SUCH INSTRUMENT EXECUTED HEREUNDER SHALL NOT EXCEED FIVE HUNDRED THOUSAND AND NO/100 DOLLARS ($500,000.00)- - - - - - - - - - - - - - - - - - - -

of WALLA WALLA, in the State of WASHINGTON, its true and lawful Attorney(s)-in-fact, with full power and authority hereby conferred, to make, execute, seal and deliver, on its behalf, and as its act and deed,

ANY AND ALL BONDS, RECOGNIZANCES, CONTRACTS, AGREEMENTS OF INDEMNITY AND OTHER CONDITIONAL OR OBLIGATORY UNDERTAKINGS; PROVIDED, HOWEVER, THAT THE PENAL SUM OF ANY ONE SUCH INSTRUMENT EXECUTED HEREUNDER SHALL NOT EXCEED FIVE HUNDRED THOUSAND AND NO/100 DOLLARS ($500,000.00)- - - -

RECEIVED
MAY 16 1962
FOR FILING
E-104 (1)
5840

May 14, 1962

U. S. Army Engineer Resident Office
Corps of Engineers
P. O. Box 741
Pasco, Washington

Attention: Mr. George J. Schoch

Gentlemen:

Attached hereto is a statement showing the "Unbilled Accrued Costs" on contracts awarded by the Highway Commission on the relocated Columbia River Highway around the John Day Dam.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CH:bb

cc: R. L. Porter
Frank Morgan

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineer's Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract 5840 -- Irrigon-Umatilla Section
Contract 5955 -- Boardman Jct.-Irrigon Section
Contract 6014 -- John Day River Bridge

Date of this report is as of May 5, 1962

Cont. No.	Total Amount of Work Performed to Date	U.S. Army Share	Amount Previously Billed	Amount Reimbursed by U.S. Army	Unbilled Accrued Costs
5840	$378,919.48	$ 35,000.00	$25,000.00	$25,000.00	$ 10,000.00
5955	825,533.81	219,581.69	-	-	219,581.69
6014	687,800.02	579,756.97	-	-	579,756.97
				Total	$809,338.66

322-1715 Harrisburg (LaSalle St.) Section.
Grading & Paving 1961
#5841 Linn Co.

Sp. St. Tax Street Fund 39

RECEIVED
OCT 20 1961
FOR FILING

5741

October 19, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5841 for grading-paving La Salle Street in Harrisburg, Linn County, was completed by the contractor, Roy L. Houck Sons' Corp., on August 15, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $500.00 will be released to the contractor on or after October 26, 1961. The total contract amount is $14,154.64, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 19, 1961

Section Harrisburg (La Salle St.)

Kind of work Grading and Paving

Highway City St. County Linn

Section prefix 322-1715

Contractor Roy L. Houck Sons' Corp.

Contract number 5841

Date of contract March 2, 1961

Specified work days 60

Date work started June 5, 1961

Work days used 51

Project authorization . . . . . $ 14,941.01

Exclusive of engineering . . . . $ 13,460.54

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13,500

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,030.47

Engineering cost to date $ 1,000, 97 %

Date project was completed Aug 15, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100 100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed oiling of ditch Monday and completed project Tuesday, Aug 15, 1961.

Project completed.

NOTED

FINAL REPORT.

Signed A. M. Hoover

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.28	0.28		0.28	0.28
Miles partially completed					
Miles completed	0.28	0.28		0.28	0.28
Total estimated quantities (contract)	1,860	3,230		64	640
Total quantities corrected to date	2,160	3,400		74	780
Estimated quantities moved or placed to date	2,160	3,400		74	780
Average daily quantities	333	650		74	780
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				16	
Men				8	
Supervision				2	
Men and trucks under 3 tons					
Men and trucks over 3 tons				6	
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., distributer 1, broom 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 25 1961
FOR FILING

2-2-1715
5441

May 25, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Mr. Kilborn:

I write this in reply to your letter of May 23 in which you ask that payment of railroad insurance on the LaSalle Street Section in Harrisburg be made a matter of official action by the Highway Commission.

I do not know what motivated this request; however, we are extremely reluctant to go through this unneeded and cumbersome procedure. Our letter of March 7 is ample authority for proceeding in this matter. We consider it unusual and unnecessary that we make a routine matter, such as this, one of Commission action. It is a common business practice to handle such matters on the basis of mutual trust. We would never ask the Southern Pacific Company to furnish us evidence of Board of Directors' action in the handling of routine bills.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. G. S. Paxson

4-59

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

May 23, 1961

911291/323-3

A. W. KILBORN
SUPERINTENDENT

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Referring to previous correspondence relative improvement of LaSalle Street crossing #C-664.7, Harrisburg:

Your letter of March 7 stated that Oregon State Highway Commission would reimburse the Southern Pacific Co. for costs of this project upon proper billing. It is our understanding that in order to eliminate any doubt, you would request the Highway Commission to include in the minutes of its next meeting authorization definitely approving payment of our bill when presented.

Would appreciate your furnishing us copy of the minutes of Highway Commission's meeting authorizing payment of this bill.

Yours truly,

A W Kilborn

RECEIVED
MAY 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 15 1961
FOR FILING
322-1715
5841

May 15, 1961

Oregon State Highway Commission

Gentlemen:

The improvement of LaSalle Street in Harrisburg is a city street project under the $250,000 special city street improvement fund. The project involves the crossing of the Southern Pacific Company's main line. The revision of the highway at the crossing is not extensive enough to require a permit from the Public Utility Commissioner, and we are proceeding without formal agreement between the State and the Southern Pacific Company. However, before we can work on their right of way, we must agree to reimburse them for costs of watchmen and flagmen to protect their traffic. This is estimated to cost $1,720.

It is requested that I be granted authority to reimburse the Southern Pacific Company for their costs upon proper billing from them.

This matter will be on the agenda for your consideration at the May 26 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. C. S. Paxson
Mr. C. O. Swanson

CSP:ss

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MAR 30 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

322-1715
5841

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 30, 1961

Roy L. Houck Sons' Corp.,
1585 20th NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5841, awarded March 2, 1961, for grading-paving La Salle Street in Harrisburg, Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

1960 Spec. Cty

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1961

SUBJECT: Harrisburg (LaSalle St.) Section
Harrisburg City Street Project
Contract 5841
Prefix 322-1715

To: Mr. S. F. Walters
Resident Engineer
Oregon State Highway Department
Box 324
Albany, Oregon

During the recent high water the City forces found that the 12-inch pipe across LaSalle Street on the subject project at Station 8+70 was crushed and did not carry the water properly. They requested that this pipe be abandoned and the proposed 24-inch pipe as shown on the plans at Station 8+80 be increased in size.

We concur with their recommendation, so will you plan to substitute 30-inch pipe for the 24-inch pipe at Station 8+80 and forget about the 12-inch pipe at Station 8+70. This will make the following changes on the plans:

No extension for the 12-inch pipe and a 30-inch pipe substituted for the 24-inch pipe, which will require a Price Agreement from the contractor as there is no other 30-inch pipe on the project.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. C. G. Swenson

RECEIVED

RECEIVED
MAR 8 1961
FOR FILING

322-1715
=3241

March 7, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: LaSalle Street Section
in Harrisburg

Dear Sir:

In accordance with your letter of January 31, 1961, we have arranged with our contractor, Ray L. Houck Sons' Corp., to furnish the standard railroad insurance on the project for resurfacing LaSalle Street in Harrisburg.

We have your estimate of reimbursable costs for the project and will reimburse you for these costs upon proper billing. The contract for the project has been awarded to the Ray L. Houck Sons' Corp.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSPiss

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker

4-59

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

911291/323-3

January 31, 1961

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of January 23, file Harrisburg (LaSalle Street) Section, regarding improvement of LaSalle Street, Harrisburg:

It is our understanding that this improvement, according to your drawings and specifications, will be the widening of an 18 ft. roadway to a 22 ft. roadway and minor realignment. It will also be necessary to replace existing headers with 30ft headers; and, in the process, we will require some engineering inspection as well as watchman to safeguard our train operation.

For your information, attached is statement covering estimated cost to State for work in connection with this widening project.

If State is willing to furnish appropriate insurance and assume the expense as covered by above estimate, Railroad will grant permission for this construction without formal agreement.

Yours truly,

A W Kilborn

Attch.

RECEIVED
FEB - 2 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

HARRISBURG, OREGON
IMPROVE LA SALLE STREET CROSSING
P-17180-A

		COST TO STATE TO REPLACE 22' WOOD HEADERS WITH 30' HEADERS			
		RECOLLECTIBLE			
		Preliminary engineering	200		
		Watchman	200		
		Inspection	200		
MBM	0.860	Untr. fir lbr @ 105.00		90	
Cwt	0.5	Iron @ 15.00		8	
		Replace headers	300		
		Relocate instrument case	125	55	
		Equip. rental		21	NC
		Freight		1	
		Store expense		18	
		Vacation allowance	51		
		Holiday pay	21		
		Health & welfare	31		
		RR Ref. & Unemploy. tax	97		
		PD PL & WC Insurance	41		
		Supervision	103		
		Contingencies	136	22	
			1505	215	
		DR SUNDRIES (CR $25 Cash)			1720

NOTE: Any necessary grade changes to road at crossing will be done by State at no cost to SP Co. Widening and paving of crossing will be done by State at no cost to SP Co.

Portland - Jan. 31, 1961.

RAILROAD PROTECTIVE LIABILITY FORM

_____
(Name of Insurance Company)

DECLARATIONS

Item 1. Named Insured:

Item 2. Policy Period: From _____ to _____
12:01 A.M., Standard Time, at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated in Item 6 by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.

Coverages		Limits of Liability		
		Each Person	Each Occurrence	Aggregate
A	Bodily Injury Liability	$250,000	$500,000	Not Applicable
B & C	Property Damage Liability and Physical Damage to Property	Not Applicable	$250,000	$500,000

Item 4. Name and Address of Contractor: _____

_____

_____

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed: STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, Salem, Oregon.

Item 6. Designation of the Job Site and Description of Work:

For constructing State Highway in _____

County, between _____

and _____

Highway _____, Sections _____

Premium Bases	Rates per $100 of Cost Coverage A	Coverages B&C	Advance Premiums Coverage A	Coverages B&C
Contract Cost	$	$	$	$
Rental Cost	$	$	$	$

Countersigned _____ 19___ by _____

_____
Title

POLICY

_____
(Name of Insurance Company)

A _____
insurance company, herein called the company, agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declaration made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A--Bodily Injury Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness or disease, including death at any time resulting therefrom, hereinafter called "bodily injury", either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the Contractor or any employee of the Contractor or by any designated employee of the insured whether or not arising out of such acts or omissions.

RAILROAD PROTECTIVE LIABILITY FORM

_____
(Name of Insurance Company)

DECLARATIONS

Item 1. Named Insured:

Item 2. Policy Period: From _____ to _____
12:01 A.M., Standard Time, at the designated job site as stated herein.

Item 3. The insurance afforded is only with respect to such of the following coverages as are indicated in Item 6 by specific premium charge or charges. The limit of the company's liability against such coverage or coverages shall be as stated herein, subject to all the terms of this policy having reference thereto.

	Coverages	Limits of Liability Each Person	Each Occurrence	Aggregate
A	Bodily Injury Liability	$250,000	$500,000	Not Applicable
B & C	Property Damage Liability and Physical Damage to Property	Not Applicable	$250,000	$500,000

Item 4. Name and Address of Contractor: _____

_____

_____

Item 5. Name and Address of Governmental Authority for whom the work by the Contractor is being performed: STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, Salem, Oregon.

Item 6. Designation of the Job Site and Description of Work:

For constructing State Highway in _____

County, between _____

and _____

Highway _____, Sections _____

Premium Bases	Rates per $100 of Cost Coverage A	Coverages B&C	Advance Premiums Coverage A	Coverages B&C
Contract Cost	$	$	$	$
Rental Cost	$	$	$	$

Countersigned _____ 19__ by _____

_____
Title

POLICY

_____
(Name of Insurance Company)

A _____
insurance company, herein called the company, agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declaration made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A--Bodily Injury Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness or disease, including death at any time resulting therefrom, hereinafter called "bodily injury", either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the Contractor or any employee of the Contractor or by any designated employee of the insured whether or not arising out of such acts or omissions.

Coverage B--Property Damage Liability.

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property including loss of use of any property due to such injury or destruction, hereinafter called "property damage," arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

Coverage C--Physical Damage to Property.

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations; provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. Definitions.

(a) Insured.--The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) Contractor.--The word "contractor" means the Contractor designated in Item 4 of the declarations and includes all subcontractors of said Contractor but shall not include the named insured.

(c) Designated employee of the insured.--The words "designated employee of the insured" mean:

(1) any supervisory employee of the insured at the job site,

(2) any employee of the insured while operating, attached to or engaged on work trains or other railroad equipment at the site which are assigned exclusively to the Contractor, or

(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the Contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the Contractor or by governmental authority.

(d) Contract.--The word "contract" means any contract or agreement to carry a person or property for a consideration or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. Defense, Settlement, Supplementary Payments.

With respect to such insurance as is afforded by this policy under coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability:

(1) all expenses incurred by the company, all costs taxed against the insured in any suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expenses, other than loss of earnings, incurred by the insured at the company's request.

IV. Policy Period, Territory.

This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by the governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under coverages A(1), B and C. to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U. S. Code (1946), Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under coverage B, to injury to or destruction of property owned by the named insured or leased or entrusted to the named insured under a lease or trust agreement.

CONDITIONS

(The conditions, except conditions 3, 4, 5, 7, 8, 9, 10, 11 and 12 apply to all coverages. Conditions, 3, 4, 5, 7, 8, 9, 10, 11 and 12 appy only to the coverage noted thereunder.)

1. Premium.--The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

The term "rental cost" means the total cost to the Contractor for rental of work trains or other railroad equipment, including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the Contractor specified in the declarations for any such excess; if less, the company shall return to the said Contractor the unearned portion paid.

In no event shall payment of premium be an obligation of the named insured.

2. Inspection.--The named insured shall make available to the company records of information relating to the subject matter of this insurance.

The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. Limits of Liability, Coverage A.--The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out of bodily injury sustained by one person as the result of any one occurrence; the limit of such liability stated in the declarations as applicable to "each occurrence" is, subject to the above provisions respecting each person, the total limit of the company's liability for all such damage arising out of bodily injury sustained by two or more persons as the result of any one occurrence.

4. Limits of Liability, Coverages B and C.--The limit of liability under coverages B and C stated in the declarations as applicable to "each occurrence" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of all property of one or more persons or organizations, including the loss of use of any property due to such injury or destruction under coverage B, as the rsult of any one occurrence.

Subject to the above provisions respecting "each occurrence," the limit of liability under coverages B and C stated in the declaration as "aggregate" is the total limit of the company's liability for all damages and all loss under coverages B and C combined arising out of physical injury to, destruction or loss of property, including the loss of use of any property due to such injury or destruction under coverage B.

Under coverage C, the limit of the company's liability for loss shall not exceed the actual cash value of the property, or if the loss, is of a part thereof the actual cash value of such part, at time of loss, nor what it would then cost to repair or replace the property or such part thereof with other of like kind and quality.

5. Severability of Interests, Coverages A and B.--The term "the insured" is used severally and not collectively, but the inclusion herein of more than one insured shall not operate to increase the limits of the company's liability.

6. Notice.--In the event of an occurrence of loss, written notice containing particulars sufficient to identify the insured and also reasonably obtainable information with respect to the time, place

and circumstances thereof, and the names and addresses of the injured and of available witnesses, shall be given by or for the insured to the company or any of its authorized agents as soon as practicable. If claim is made or suit is brought against the insured, he shall immediately forward to the company every demand, notice, summons or other process received by him or his representative.

7. Assistance and Cooperation of the Insured, Coverages A ad B.--The insured shall cooperate with the company and, upon the company's request attend hearings and trials and assist in making settlements, securing and giving evidence, obtaining the attendance of witnesses and in the conduct of suits. The insured shall not, except at his cost, voluntarily make any payment, assume any obligation or incur any expense other than for such immediate medical and surgical relief to others as shall be imperative at the time of accident.

8. Action Against Company, Coverages A and B.--No action shall lie against the company unless, as a condition precedent thereto, the insured shall have fully complied with all the terms of this policy, nor until the amount of the insured's obligation to pay shall have been finally determined either by judgment against the insured after actual trial or by written agreement of theinsured the claimant and the company.

Any person or organization or the legal representative thereof who has secured such judgment or written agreement shall thereafter be entitled to recover under this policy to the extent of the insurance afforded by this policy. No person or organization shall have any right under this policy to join the company as a party to any action against the insured to determine the insured's liability. Bankruptcy or insolvency of the insured or of the insured's estate shall not relieve the company of any of its obligations hereunder.

Coverage C.--No action shall lie against the company unless, as a condition precedent thereto, there shall have been full compliance with all the terms of this policy nor until 30 days after proof of loss is filed and the amount of loss is determined as provided in this policy.

9. Insured's Duties in Event of Loss, Coverage C.--In the event of loss the insured shall:

(a) protect the property, whether or not the loss is covered by this policy, and any further loss due to the insured's failure to protect shall not be recoverable under this policy; reasonable expenses incurred in affording such protection shall be deemed incurred at the company's request;

(b) file with the company, as soon as practicable after loss, his sworn proof of loss in such form and including such information as the company may reasonably require and shall, upon the company's request, exhibit the damaged property.

10. Appraisal, Coverage C.--If the insured and the company fail to agree as to the amount of loss, either may, within 60 days after the proof of loss is filed, demand an appraisal of the loss. In such event the insured and the company shall each select a competent appraiser, and the appraisers shall select a competent and disinterested umpire. The appraisers shall state separately the actual cash value and the amount of loss and failing to agree shall submit their differences to the umpire. An award in writing of any two shall determine the amount of loss. The insured and the company shall each pay his chosen appraiser and shall bear equally the other expenses of the appraisal and umpire.

The company shall not be held to have waived any of its rights by any act relating to appraisal.

11. Payment of Loss, Coverage C.--The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12. No Benefit to Bailee, Coverage C.--The insurance afforded by this policy shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13. Subrogation.--In the event of any payment under this policy, the company shall be subrogated to all the insured's rights to recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14. Application of Insurance.--The insurance afforded by this policy is primary insurance.

15. Three-Year Policy.--A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each period.

16. Changes.--Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy.

17. Assignment.--Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18. Concellation.--This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancellation shall be effective. This policy may be canceled by the company by mailing to the named insured, contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than 30 days thereafter such cancellation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancellation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancellation is effected or as soon as practicable after cancellation becomes effective, but payment or tender of unearned premium is not a condition of cancellation.

19. Declarations.--By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that this policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

In witness whereof, the _____ Insurance Company has caused this policy to be signed by its president and secretary at _____ and countersigned on the declarations page by a duly authorized agent of the company.

(Facsimile of Signature) (Facsimile of Signature)

_____ _____

Secretary President

RECEIVED
MAR 7 1961
FOR FILING

322-1715
5941

Cross Referenced To:
Maint
Traffic
R/W

Salem, Oregon
March 7, 1961

Mr. R. L. Porter

The LaSalle Street Project in Harrisburg was advertised without requirement for railroad insurance and without negotiations with the railroad company as to flagging, watchmen and track revision costs. We have their permission, however, to go ahead with the project subject to furnishing the insurance and reimbursing them for their costs in connection with the project. I am attaching hereto a copy of their estimated reimbursable costs, which amount to $1,720.

Arrangements have been made with the Roy L. Houck Sons' Corp. to obtain and furnish to the railroad the usual railroad insurance. This is a small project, and very probably the cost of the insurance and of the railroad reimbursable items will exceed the 10 per cent overrun of project authorization, and it will be necessary to obtain authorization by the Commission for an increase in authorization. As soon as we receive the billing for the insurance premium, I will advise you of the amount.

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]Pts

cc to: Mr. Tom Edwards
Mr. J. D. Walker

RECEIVED
MAR 6 1961
FOR FILING
322-1715
5711

Salem, Oregon
March 3, 1961

Mr. J. D. Walker

LaSalle Street Project
in Harrisburg

We have awarded the contract for the resurfacing of LaSalle Street in Harrisburg. The project crosses the tracks of the Oregon Electric Railway Company.

Before doing any work on or adjacent to the Oregon Electric tracks, we must give notice to Mr. H. F. Moy of the Spokane, Portland & Seattle Railway Company in Portland, or if he is not available, to his office so that his operating forces may have sufficient warning. A minimum of two days notice, and preferably longer, should be given.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. H. F. Moy

RECEIVED
FEB 6 1961
FOR FILING

322-1715
II 5811
Stanfield

February 3, 1961

Roy L. Houck Sons Corporation
1585 - 20th Street N. E.
Salem, Oregon

Gentlemen:

At the bid opening on January 24, 1961, you submitted the low bid for the LaSalle Street Project in Harrisburg. At the Commission meeting on January 27, 1961, this was referred to the Engineer with authority to award the contract when right of way had been cleared.

The right-of-way troubles on this project are in the crossing of the Southern Pacific Company's tracks and right of way. Before we can award the contract, it will be necessary that railroad protective liability and property damage insurance be provided in the usual amounts. If you will arrange to provide this insurance in the name of the Southern Pacific Company in accordance with the specifications for railroad insurance, of which I am attaching two copies, we can award the contract. The cost of the premium covering this insurance will be paid you by the State under a price agreement.

The railroad will provide flagmen and watchmen during the time you are working on the railroad's right of way, and the cost of these flagmen and watchmen services will be paid by the State direct to the railroad company without charge to you.

Will you please advise whether you will accept the award of the contract under these conditions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Swanson
Assistant State Highway Engineer

Attach.

CSP:ac

cc to: Mr. W. C. Williams, Mr. R. L. Porter, Mr. C. G. Swanson

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
LEON HUSTON
CHIEF OF POLICE,
E. G. MCPHEE
FIRE CHIEF,
PAUL KRAFT, JR.

City of Harrisburg

HARRISBURG, OREGON

MAYOR, PAUL PURVIS
COUNCILMEN
PAUL KRAFT, SR.
ROY RUTHERFORD
DR. A. D. BELL
VERNON VIIG
W. T. MCCALLA
MAX SMITH

Febuary 17th.1961.

Mr.Harold C.Ayers
Field Engineer
County and City Relations
Oregon State Highway Commission.
Salem,Oregon.

Dear Sir;

In regards to our telephone conversation with Mr.Graham of your department,this date. Enclosed you will find a Photostatis copy of the letter received by the City of Harrisburg from the Southern Pacific Ry.co.

The city hopes that these negotiations are successful and that the contract is soon awarded.As the improvement of this street effects the future planning of our city.

The City wishes to thank the Highway commision for their work and cooperation in this matter.

Yours very truly
Leon Huston
Leon Huston,City Recorder.

RECEIVED
FEB 20 1961
ENGINEER
COUNTY & CITY RELATIONS

6-59

B-8668

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

911291/323-3

January 31, 1961

Mr. Leon Huston, City Recorder
City of Harrisburg
Harrisburg, Oregon

Dear Sir:

Acknowledge your letter of January 27 relative securing permission to widen and improve LaSalle Street Crossing, Harrisburg:

At the present time, we are negotiating with State Highway department to improve this crossing as we understand the State will handle the contracting and improvement of this roadway from Highway 99 to connection with 6th Street.

Will grant the State permission to allow their Contractor to work on our right-of-way provided appropriate insurance is furnished and Railroad is not to stand any expense for this improvement.

Yours truly,

A W Kilborn

FORM E-30X 50M 7-60 29366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 6, 1961

NOTED
S. G. COX

NOTED
H. S. COX

To: Mr. G. S. Paxson
Mr. Tom Edwards
Mr. J. D. Walker
Mr. C. G. Swenson

SUBJECT: Pux 363 - LaSalle Street G-Xing
Harrisburg - S. P. Co.

Herewith I hand you copy of Order No. 37651 issued by the Public Utility Commissioner, under date of January 30, 1961, relative to the above-titled project.

J. W. DeSOUZA

JWD:ks
attach.

RECEIVED
FEB 6 1961
ENGINEER
COUNTY & CITY RELATIONS

Order #37651

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-139

MAYOR OF THE CITY OF HARRISBURG, OREGON, HARRISBURG CITY HALL, HARRISBURG, OREGON, Complainant, vs. SOUTHERN PACIFIC COMPANY, PACIFIC BUILDING, PORTLAND, OREGON, Defendant.	ORDER

The above entitled matter was duly heard on January 24, 1961, at Salem, Oregon, before A. E. Nowack, Examiner for the Commissioner. The following appearances are of record herein:

For Complainant:

Willard Bodtker, Attorney
210 First National Bank Building
Albany, Oregon
In behalf of Mayor of the City of Harrisburg

For Defendant:

Kenneth M. Judd and Edwin L. Graham, Attorneys
800 Pacific Building
Portland, Oregon
In behalf of Southern Pacific Company

For the Commissioner:

Donald Sullivan and
John F. Weisser
Assistant Attorneys General

Interested Parties:

J. W. DeSouza, Assistant Counsel
Salem, Oregon
In behalf of Oregon State Highway Commission

On May 13, 1960, Complainant, Mayor of the City of Harrisburg, filed a Complaint pursuant to ORS 763.170, alleging in substance that Defendant's railroad crosses LaSalle Street, a public highway in the City of Harrisburg, Oregon, at grade; that said grade crossing is unsafe and dangerous to travelers over said highway and to traffic on said railroad; that in order to eliminate said dangerous condition and render said grade crossing safe for use, Defendant railroad be required at its sole cost and expense to provide said crossing with two automatic electric flashing light signals equipped with gongs, one at each side of the railroad track.

On June 10, 1960, Oregon State Highway Commission filed its Answer to the Complaint alleging in substance that it had no official interest regarding the installation of signals or other protection of traffic at the said crossing, on the ground that LaSalle Street, in the City of Harrisburg, Oregon, is not a city street or road forming a link in the state highway system, nor does it constitute a connection between two state highways, nor is it designated as a route for state highway traffic.

On June 28, 1960, Defendant requested an extension to and including July 12, 1960, within which to file its Answer. On June 30, 1960, this request was granted.

Defendant filed no formal Answer and by virtue of the provisions of Commissioner's Rules of Practice and Procedure, Rule 1.03 E (4), all the material allegations of the Complaint are deemed denied.

On July 13, 1960, Defendant's motion to dismiss this matter was received.

On December 19, 1960, by Commissioner's Order No. 37405, Defendant's motion to dismiss this matter was denied.

The matter being at issue was set down for hearing and notices thereof duly served upon all parties in interest.

Some evidence was adduced in behalf of Complainant. Before the hearing was completed, Complainant without objection, moved for leave to withdraw his Complaint, without prejudice, on the ground that he was not then in a position to go forward with evidence in support of the allegations of his Complaint, and on the further ground that contemplated changes at and in the vicinity of the crossing, would, if the hazard be not thereby abated, best be presented in a de novo Complaint. The motion was taken under advisement.

Complainant's motion having received consideration, and based upon the evidence, file and record, and after due deliberation, it is concluded that same be granted. It is further concluded no reasons now exist for further consideration of this matter and should be dismissed, without prejudice, and closed upon the docket; it is therefore

ORDERED that Complainant's motion to withdraw without prejudice, his Complaint pursuant to ORS 763.170, alleging that the LaSalle Street crossing at grade with Defendant's railroad in the City of Harrisburg, Oregon, is unsafe and dangerous to travelers over said highway and to traffic on Defendant's railroad, be and it is granted; and it is further

Order #37651

ORDERED the proceeding in the above entitled matter be and the same is hereby dismissed without prejudice, and closed upon the docket.

Made and entered this 30th day of January, 1961.

Jewel C Hill
Public Utility Commissioner

(SEAL)

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
C. C. [illegible] N

RELEASE OF LIABILITY FOR DAMAGES RESULTING FROM CHANGE IN GRADE

WHEREAS, the City of Harrisburg, Linn County, Oregon, a Municipal Corporation, together with the aid and assistance of the Oregon State Highway Commission, is to widen, improve, grade, and resurface LaSalle Street in Harrisburg, Linn County, Oregon, commencing at Coburg Road and running thence to Third Street; and

WHEREAS, the undersigned owns land abutting said road, which said lands will be affected and materially benefited by the improvement of said road; and

whereas, in the improving, grading, and resurfacing said road it will be necessary to raise the grade thereof by approximately 15" more or less; and

WHEREAS, in the improving, grading and resurfacing of said road it may be necessary to enter on, use, and temporarily occupy a small portion of the lands of the undersigned located in the City of Harrisburg, Linn County, State of Oregon.

NOW, THEREFORE, in consideration of the sum of $1.00 and the further consideration of the benefits to the lands of the undersigned arising out of such road improvement, the undersigned for themselves, their heirs, administrators, executors and assigns do hereby covenant and agree that the agents and employees of the City of Harrisburg, Linn County, Oregon, and the Oregon State Highway Commission, or either of them, may enter on the above mentioned real estate and widen, grade, level, fill, drain, surface, resurface, repair, and maintain said road and make minor changes in alignment, and raise the grade thereof 15" more or less, with the right to dig ditches, build bridges, culverts, and ramps, make cuts and fills, and remove brush and timber interfering with said road as widened and improved. Always provided, that any fences removed or destroyed in the exercise of the above rights will be replaced with fences of at least as good kind, character, and condition as the fences destroyed or removed.

RECEIVED
JAN 1 1961
ENGINEER
COUNTY & CITY RELATIONS

The undersigned distinctly understand and agree that the payment to them of the sum of money above specified and the benefit to their property by the improvement of such road shall be in full compensation to them for any of their land damaged in the widening, grading, leveling, filling, surfacing, repairing, raising of the grade thereof, and maintenance of said road; and in full payment of any damages that may arise from the exercise of any of the above rights or from any other cause arising out of the construction or maintenance of said road.

This instrument shall operate as a full release of all claims arising out of the construction operations above mentioned as against the undersigned, their heirs, administrators, executors and assigns forever.

IN WITNESS WHEREOF, the undersigned property owners adjoining the street hereinbefore described has set their hands and seals this 31 day of December, 1960.

WITNESS:

Flor Huston

_____ (SEAL)

_____ (SEAL)

_____ (SEAL)

Bell Slentel (SEAL)

Vesn Talle (SEAL)

Ethel Talle (SEAL)

Russell H. Clark (SEAL)

Amy E. Clark (SEAL)

Robert Lawson (SEAL)

Iris Lawson (SEAL)

Robert Ross Wittenburg (SEAL)

Edith Wittenburg (SEAL)

Blanche Chappell (SEAL)

Eva Spentzin (SEAL)

Edwin A Burnett (SEAL)

Dorothy D. Burnett (SEAL)

RECEIVED
JAN 24 1961
FOR FILING

322-1715

5841

Cross Referenced To:

January 23, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
White Station
Portland 9, Oregon

Re: Harrisburg (LaSalle Street) Section

Attention: Mr. Kendrew

Dear Sir:

I am enclosing two copies of the plans and specifications for a city street project in Harrisburg, Oregon. This is an improvement of LaSalle Street from its junction with the existing 99E easterly to the junction with Coburg Road (Sixth Street), a distance of approximately 1,500 feet. The improvement crosses your main line tracks, and we propose to make a minor change in the grade approaching your tracks on either side. There will be no change in the crossing itself other than the repaving of the section across the tracks. You will note that the maximum change of grade at your right-of-way lines is approximately one foot, and that the proposed width is approximately that now in existence.

Because this work was entirely within the present street right of way and was minor insofar as the change in the railroad grade is concerned, our Construction Division prepared the specifications and advertised the project for receiving of bids without asking for a formal agreement covering the work. You will note also that no railroad insurance is covered by the special provisions. We were in error in this and will provide that the contractor furnish the standard $250,000/$500,000 insurance, both liability and property damage before doing any work upon the railroad right of way. You will probably want a flagman on the job while they are actually working on your right of way, and you will also probably need to extend the guardrails to retain the pavement and shoulder surfacing at the crossing. In order to expedite this and simplify matters, I would suggest that you give me your estimate of reimbursable costs, and I will then reply to you notifying of reimbursement by the State for these costs.

January 23, 1961

I am sorry that this project has gone so far along without contacting you and would appreciate your going along with this proposed arrangement, as we are opening bids on the project tomorrow.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSPrss

cc to: Mr. W. C. Williams

RECEIVED
JUL 1960
FOR FILING
322-1715
F 5841

Cross Referenced To:

July 11, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. Kendrew

Dear Sir:

I am attaching hereto the breakdown of the estimated costs for the LaSalle Street project in Harrisburg, which was requested by Mr. Kendrew last Friday.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

Estimate Date: 4/22/60

HARRISBURG (LA SALLE STREET) SECTION

GRADING AND PAVING

No.	Item	Qty.	Unit	Price	Amount
1.	Clearing and grubbing	All spec.		$--	$ 500.00
2.	Drainage excavation, unclass.	20	c.y.	3.00	60.00
3.	General excavation, unclass.	1,860	c.y.	0.75	1,395.00
4.	12" concrete pipe	20	l.f.	2.50	50.00
5.	24" concrete pipe	50	l.f.	6.00	300.00
6.	Adjustment of manholes	5	only	50.00	250.00
7.	Coarse crushed material in base	2,530	c.y.	2.60	6,578.00
8.	3/4"-0" material in base	700	c.y.	2.75	1,925.00
9.	Sprinkling	100	M/gal.	3.00	300.00
10.	Class "B" asphaltic concrete	640	tons	5.75	3,680.00
11.	Preparation of base	0.28	mile	350.00	98.00
12.	Furnishing and placing aggregates	64	c.y.	4.50	288.00
13.	200-300 asphalt	6	tons	60.00	360.00
				TOTAL	$15,784.00
				Anticipated Additional Items	
				Flagging	300.00
				TOTAL	$16,084.00
				12½% Engineering & Contingencies	2,010.50
				TOTAL	$18,094.50

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 10, 1960

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
H. S. COX

NOTED
V R JONES

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pur 363 - Signals at LaSalle Street G-Xing - Harrisburg S.P. Co. - Linn County

Dear Sir:

Herewith I hand you four signed copies of answer of Oregon State Highway Commission in the above titled matter, your Docket No. SXF-139.

Two of the copies are for service upon Southern Pacific Company and one copy is for service upon the City of Harrisburg.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: C. S. Paxson
Tom Edwards
J. D. Walker
Clarence Swenson

RECEIVED
JUN 1960
HIGHWAY DIVISION
COUNTY & MUNICIPALITIES

Pux 363

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

MAYOR OF THE CITY OF HARRISBURG, OREGON HARRISBURG CITY HALL HARRISBURG, OREGON Complainant, vs. SOUTHERN PACIFIC COMPANY PACIFIC BUILDING PORTLAND, OREGON Defendant,	No. SXF-139 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, appearing specially and not generally, and alleges:

I

That the said LaSalle Street is not a city street or road forming a link in the highway system of the State nor constituting a connection between two state highways nor designated as a route for state highway traffic, as provided in ORS 373.070, and that Respondent has no official interest regarding the installation of signals or other protection of traffic at the crossing which is the subject matter of the complaint in the above titled cause and matter under the provisions of ORS 763.170. Therefore, this Respondent makes no representations regarding the relief prayed for in Complainant's complaint.

II

That the Public Utility Commissioner has no jurisdiction over this Respondent in the abcve titled cause and matter.

Dated at Salem, Oregon, this 10th day of June, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

RECEIVED
MAY 17 1960
FOR FILING
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5841

Salem, Oregon
May 12, 1960

Spec. State Hwy Dr. Funds #39

$250,000 Fund Agreement
City of Harrisburg

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. H. C. Ayers
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Harrisburg covering construction on La Salle Street in the City of Harrisburg.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Harrisburg, Oregon.

Secretary

rn
Attach: 1

RECEIVED
MAY 13 1960
FOR FILING
322-1715
5841

May 12, 1960

Mr. Leon Huston
City Recorder
City Hall
Harrisburg, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Harrisburg a fully executed copy of an agreement between the State Highway Commission and the City of Harrisburg covering the Special City Allotment project on La Salle Street in Harrisburg.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-20X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: $250,000 Fund Agreement
City of Harrisburg

Attached are three copies of an agreement covering the La Salle Street project in Harrisburg. Two copies have been signed by the appropriate officials and, after having received your signature of approval, are ready to present to the Highway Commission.

The project was approved by the Commission 12/16/59.

H. C. Ayers

H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min Page 16
Floyd Quenzy
Secretary

FORM E-30X---60M---2 60---18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

April 11, 1960

NOTED
C. G SWENSON

To: MEMORANDUM TO FILE

SUBJECT: Pur 363 - LaSalle Street C-King Harrisburg
S. P. Co. - Linn County

On Friday afternoon, April 8th, Mr. Harold C. Ayers, Field Engineer for County and City Relations, and myself met with A. J. Jacobs, Mayor; Leon Huston, Recorder and Municipal Judge; Ray Rutherford, Edward Burnett and Paul Kraft, Councilmen; and Willard Bodtker, acting for Melvin Goode, City Attorney, in the City Hall at Harrisburg. The subject of the meeting was the improvement of the LaSalle Street crossing and the installation of automatic electric signals.

The effect of the case of Union Pacific Railroad Co. v. Hill, Public Utility Commissioner, decided March 9, 1960, reported in the Advance Sheets, Vol. 70, No. 9, upon the procedure to be followed in the improvement and signalization of the LaSalle Street crossing constituted the gist of the conference. After discussing the matter it was decided that the City of Harrisburg will file a complaint with the Public Utility Commissioner under the provisions of ORS 763.170, which complaint will represent that the existing crossing is hazardous, and that Commissioner's Standard No. 2 electric signals, equipped with gongs, should be installed at the crossing at the expense of Southern Pacific Company.

It was clearly understood that the city will carry the burden of presenting this matter to the Public Utility Commissioner, independently and without official participation by the Highway Commission. The Commission will file a separate application for the improvement of the street section at the crossing, without reference to the installation of signals. The effect of this is that there will be two separate proceedings before the Public Utility Commissioner, each seeking different relief.

A copy of the application of Multnomah County in the Union Pacific Railroad Company case and a copy of my memorandum to Mr. Lindas, analyzing that case, were given to Mr. Bodtker. He stated that a rough draft of the complaint to be filed by the city will be forwarded to me for comment before it is filed. It is proposed that the city pass an ordinance or resolution authorizing the filing of the complaint and containing legislative findings by the council that the crossing is hazardous and should be signalized.

All of the city officials were appreciative of our action in bringing the matter to thir attention and explaining the legal features involved.

RECEIVED
APR 1 1960

J. W. DeSOUZA
Assistant Counsel

JWD:ks
cc: Forrest Cooper
G. S. Paxson
L. I. Lindas
H. E. Ayers
F. E. Crandall

Harrisburg (La Salle St.) Section

Grading and Paving

at Rate
Estimate
Dec-4-22-60

No	Item	Quantities	Price	Amount
1	Clearing and Grubbing	All Spec.		500 -
2	Drainage Excavation, Unclassified	20 Cu. Yds.	3 00	60 -
3	General Excavation, Unclassified	4,860 Cu Yds.	0 75	1395 -
4	12-inch Concrete Pipe	20 Lin Ft.	2 50	50 -
5	24-inch Concrete Pipe	50 Lin Ft	6 00	300 -
6	Adjustment of Manholes	5 Only	50 00	250 -
7	Coarse Crushed Material in Base	2,530 Cu Yds.	2 60	6578 -
8	3/4" to Material in Base	700 Cu Yds.	2 75	1925 -
9	Sprinkling	100 M Gals.	3 00	300 -
10	Class "B" Asphaltic Concrete	640 Tons	5 75	3680 -
11	Preparation of Base	0.28 Mile	350 00	98 -
12	Furnishing and Placing Aggregates	64 Cu. Yds.	4 50	288 -
13	200-300 Asphalt	6 Tons	60 00	360 -
			Total	15,784
	Contr. Add. Items			
	Flagging			300 00
			Total	16,084 -
	12½% to Engr & Cont			2010 50
			Total	18,094 50

Ready for [illegible]

RECEIVED
DEC 7 1960
ENGINEER
COUNTY & CITY RELATIONS

OFFICERS
RECORDER-TREASURER,
MUNICIPAL JUDGE,
LEON HUSTON
CHIEF OF POLICE,
E. G. McPHEE
FIRE CHIEF,
GAYLE BROCK

City of Harrisburg

HARRISBURG, OREGON

MAYOR, A. J. JACOBS
COUNCILMEN
ROY RUTHERFORD
JAMES PARSON
EDWIN BURNETT
FRANCIS KIRK
DR. A. D. BELL
W. L. McELDOWNEY

March 31, 1960

RECEIVED
APR - 1 1960

Oregon State Highway Comm.

Salem Oregon

Att; Mr.Harold C. Ayers

Dear Sir;

At a special meeting held by the Common Council of the City of Harrisburg on the 31 day of March 1960, the Council authorized the City Recorder to write a letter to the Oregon State Highway Comm. confirming P.U.C. Oregon Order # 28224, which in part states; " Should conditions or increased traffic warrant, the P.U.C. will order warning devices installed at the LaSalle Street crossing, the cost to be divided equally between the Southern Pacific Co. and the City of Harrisburg.

Therefore if and when the P.U.C. orders a warning device installed at the LaSalle St. crossing, the City of Harrisburg will pay for one half ($\frac{1}{2}$) of the cost.

The City of Harrisburg has been informed that the cost of a warning would be approximatly $ 8000.00 or $ 4000.00 for the Citys share.

Yours very truly

Leon Huston

City Recorder

FORM E-30 25M 9-51 53518

REFERRED 3-29-60
TO Patson
FOR Your Info
LEONARD I. LINDAS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1960

SUBJECT: PUX - General
Signalization of Railroad
Crossings Under ORS 763.170

To: L. I. Lindas
Chief Counsel

O F F I C E

This is addressed to you with reference to the possible effect which the decision of the Oregon Supreme Court in the case of Union Pacific Railroad Company vs. Hill, reported in the Advance Sheets of March 9, 1960, Vol. 70, No. 9, may have on the practices and policies of the Highway Commission with regard to the installation of traffic signals on railroad crossings on highways which are not on the State system of highways, but in which the Commission may have some temporary interest involving road construction work.

The facts of the case are that Multnomah County filed a complaint with the Public Utility Commissioner under ORS 763.170 seeking the installation of signals on Arata Road and N. E. 112th Avenue in Multnomah County. Hearing was held and the railroad company was ordered to install the signals without making any allocation of costs. The railroad petitioned the Commissioner to order the County to share in the costs of the signals. This was denied, the Commissioner holding that he had no statutory power to compel the County to pay any part of the costs. The railroad then filed a complaint in the Circuit Court for Multnomah County seeking a review of the last mentioned order of the Commissioner. The Commissioner and Multnomah County demurred to the complaint, which demurrer was overruled. The Commissioner and Multnomah County elected not to plead further and a decree was entered which vacated the order of the Commissioner. The Commissioner then appealed and the decree of the Circuit Court was reversed.

ORS 763.170 is set out in full in the opinion and the main argument of the railroad was that this statute was impliedly amended by later statutes, or in the alternative, that strict interpretation of the statute would render it unconstitutional as taking railroad property without due process of law. The Supreme Court rejected these contentions and held that: (a) the statute was not impliedly amended by later legislation; (b) that it is constitutional; and (c) that thereunder the Public Utility Commissioner has no authority to make any distribution of costs between the railroad and the complaining parties.

Collaterally, the railroad also contended that there was a prior agreement with Multnomah County regarding a division of costs, but it was held that the Commissioner was not bound by the terms of a private contract between persons subject to the Commissioner's jurisdiction.

The matter now comes to my attention in connection with the improvement and installation of electric signals on LaSalle Street in Harrisburg, and an application to the Public Utility Commissioner is in the making.

LaSalle Street is a public street within the City of Harrisburg, and the street work is to be done under the $250,000 set up under ORS 366.805. Section 2 of that act provides that:

> "Such account shall be spent each year by the commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic."

Mr. Paxson advises me it is the policy of the Highway Commission that not more than $20,000 be spent on any one such project. The street improvement will exceed that amount and the City of Harrisburg is to make up the excess costs from its own funds. Also, it is contemplated that the crossing be signalized, which will be an additional amount. The City of Harrisburg anticipates paying 50% of the cost of the installation of the signals, with the other 50% to be borne by Southern Pacific Company. The signals are to be maintained by Southern Pacific Company.

This participation in costs appears to be based upon Public Utility Commissioner's Order No. 28224, issued September 26, 1951, Docket No. F-2284. This order arose out of a petition of the City of Springfield requesting the installation of automatic signals at Smith Street, Kessling Street and LaSalle Street, and represented that the warning devices should be installed by and at the expense of Southern Pacific Company.

In the order signals at Smith Street were required to be installed and maintained by Southern Pacific Company at its expense. The signals included gates. At this crossing the city was required to improve the approach grades.

Kessling Street was ordered closed and abandoned. With reference to LaSalle Street it was ordered that: "... should changing conditions at LaSalle Street crossing justify the installation of automatic signals at a later date, said signals shall be installed by directive of the Commissioner at LaSalle Street Crossing, designated as Crossing No. C-644.7 in the Commissioner's Catalog of the Crossings of the State of Oregon, and that the City of Harrisburg shall pay to the Southern Pacific Company one-half of the actual cost of the signals upon their installation, with the maintenance of the signals to be borne by the Southern Pacific Company."

Under the decision in the Union Pacific Railroad Company case this future allocation of costs clearly would be beyond the authority of the Public Utility Commissioner and should be considered of no present effect.

In my discussions with Mr. Paxson relative to the presently proposed improvement, it has been anticipated that I would prepare a joint

petition by the Highway Commission and the City of Harrisburg which would cover both the street improvement and the installation of the signals. However, in view of the decision of the Supreme Court it appears that it would be possible for the Highway Commission to file a petition covering only the street work to be done which work involves the raising of the approach grades so as to provide better longitudinal sight distances along the street, with a possible widening of the existing pavement. The city might then file a separate petition under ORS 763.170 which would require the imposing of the entire cost of the signal installation and maintenance upon Southern Pacific Company.

This situation involves questions of policy with reference to the relations of the Highway Commission with cities and counties, and with the several railroad companies on which I cannot comment, and I bring the facts to your attention only for such value as you consider they may have. Nothing I have said is intended as an opinion that there cannot be a consent allocation of costs by the public authority in interest, although any voluntary cooperation might be considered a gratuity.

J. W. DESOUZA
Assistant Counsel

JWD:mab

cc: Pux 363

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1960
FOR FILING
322-1715
#5941

2-8-60

LOCATION PROSPECTUS
THIRD STREET TO SIXTH STREET SECTION
LA SALLE STREET, HARRISBURG
LINN COUNTY

The following prospectus is submitted concerning the above-mentioned section of La Salle Street in Harrisburg. The overall length of the project is 0.29 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment except for a grade raise to improve the vertical alignment.

The typical section will consist of a 22-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

Paving, Base, and Wear	3" A. C.
Top Course, Base	2" 3/4"-0 Crushed
Bottom Course, Base	10½" Coarse Crushed
Total Depth	15½"

Final agreements with the city will be necessary. Agreements relative to the crossings of the Oregon Electric and the Southern Pacific Railroad tracks will be negotiated by the city if required.

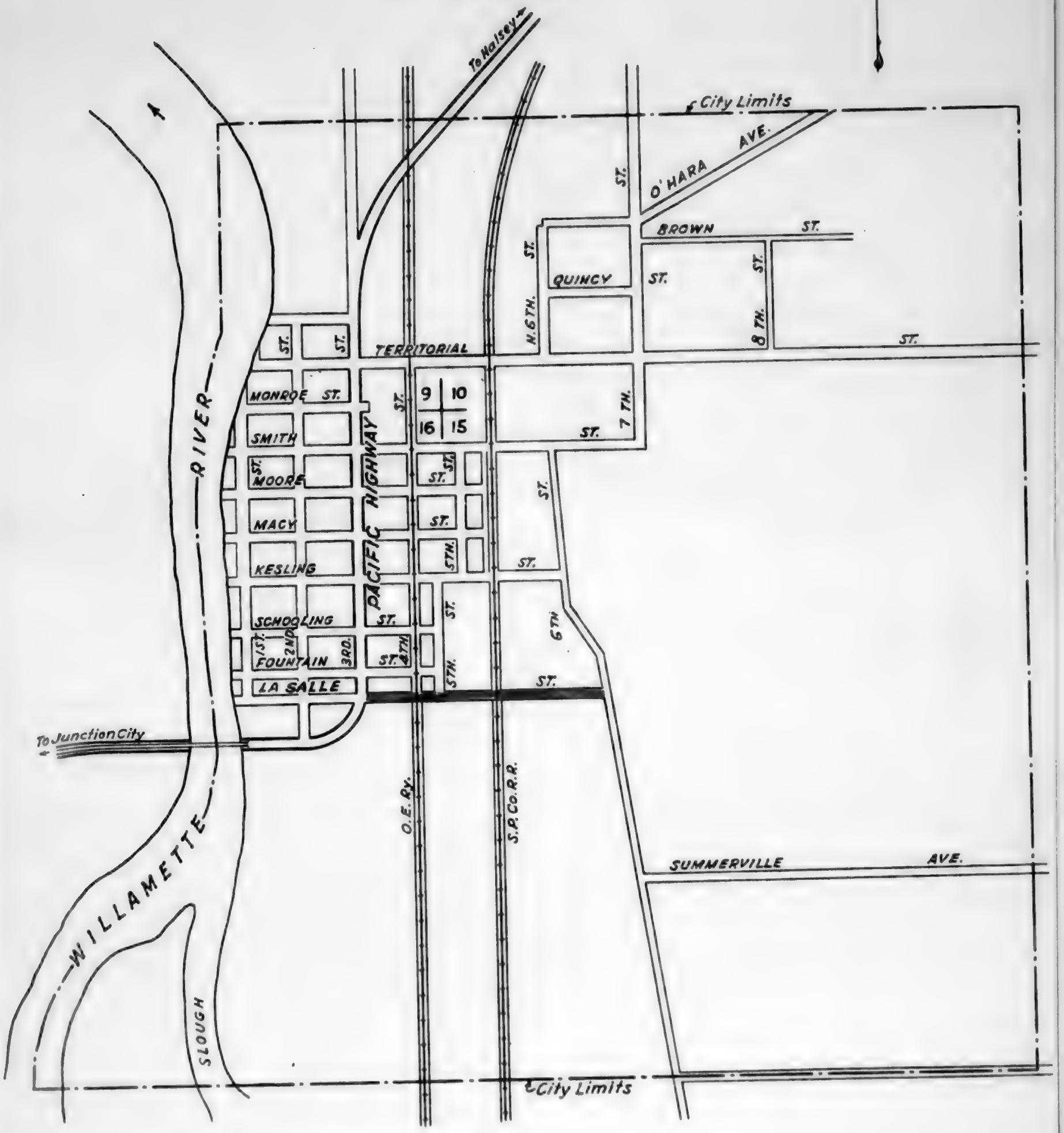
February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

HARRISBURG

Scale 1"=800'



Rev. 7-31-'47

6.

NOTED
C. G. SWENSON

December 18, 1959

Mr. Leon Huston
City Recorder
Harrisburg, Oregon

Dear Sir:

On 12/16/59, the State Highway Commission approved the City's request for a construction project on La Salle Street from 3rd Street to 6th Street under provisions of the Special City Allotment fund act.

You will be contacted in the near future to work out certain detials of the project and negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. G. Swenson
County and City Relations Engineer

HCA:mm

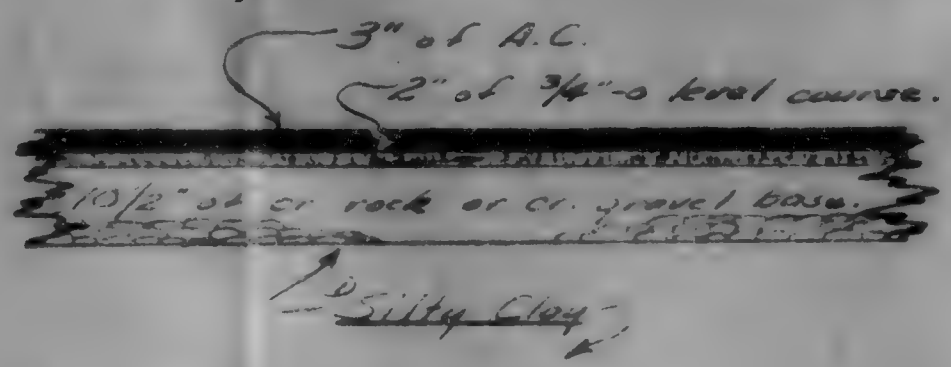
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
Proposed PROJECT BASE DESIGN Proposed

Location La Salle St. from Pacific Hwy. to 6th St. Highway City of Harrisburg County Linn Prefix

Proj. Engr. Length of Project Miles. Sta. to Sta. Date 5-7-56

TYPICAL SECTIONS Traffic Classif. - Medium

Required Base & Wear		Designed Base		Wear	
Crushed	Not Crushed	Exist. Surf. Allow.		New Work	
				3"	
				2"	
				10½"	
13½"				15½"	



Natural Soil
32 L.L.
13 P.I.
13 % P 200
12 % Sand
43 % Silt
45
8

5-7-56

RECEIVED
MAY 13 1956
STATE HIGHWAY ENGINEER
SALEM, OREGON

Soil Survey & recommendations for required surfacing thickness made at the request of H. C. Ayers, County-City.

Noted	DE	ADE	AGE	DGE

MAY 12 1956

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [redacted] State Materials Engineer

Recommended by [redacted] Construction Engineer

Recommended by [redacted] Engineer of Materials

Approved by [redacted] Deputy State Highway Engineer

Form E-80—15M—6-58

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project: LaSalle Street from Pacific Hwy. to 6th. St. — Prefix No.
Highway: Harrisburg City Street — County
Contractor — Contract No. — F. A. Project No.
Submitted by: G. L. Decker — Date reported: May 5, 59

REPORT ON SAMPLE OF SOIL

Source of material: Intersection of LaSalle St. & 5th. Sts., Harrisburg
Sampled at: Depht 2" - 5"
To be used: Existing Roadway — Date received: April 21, 59
Sampled by: Jacobsen — Quantity represented
Laboratory No.: 479882 — Type of material: —
Data Sheet No.: A20194 — Sample No.: 1

TEST RESULTS

SOIL ANALYSIS:

LL	22	%
PI	4	%
FME		%
SL		%
R		%
Cf		%
LS		%

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4 & Iger.	45.2
10	15.9
40	11.9
60	3.0
200	5.3
P200	18.7

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
125.6	8.1
130.0	9.8
123.4	12.2

Classification—Group

Sp. Gr. (Le Chatelier): 2.66
Sand Equivalent: %
Natural Moisture: %

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction			
% Moisture	9.8	10.7	12.2
Depth Ratio Z/R			
Pavement Thickness, Z	6	11	20
Angle of Friction, ϕ °	28	15	7
Cohesion, C psi	6	3	1
R Value	71	46	22
Remarks:			

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	61.1 %
Coarse sand, 2.0 to 0.25 mm.	38.4 %	14.9 %
Fine sand, 0.25 to 0.05 mm.	17.6 %	6.9 %
Silt, 0.05 to 0.005 mm.	27.0 %	10.5 %
Clay, smaller than 0.005 mm.	17.0 %	6.6 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Morgan
Resident Engineer
Dist. Maint. Supt.
x Geology and Soils
x Files
x Olsen

RECEIVED
MAY 11 19[illegible]
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Noted MAY 6 1959

D. W. Harra
Engineer of Materials

State Printing 14922

RECEIVED
MAR 0 1959

3-2-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Harrisburg is an incorporated city of the State of Oregon, and has a population of 860, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Form cc-50 (1953 Rev.)
Special City Allotment

#1 Choice

LaSalle St. from Southern Pacific R.R. tracks East to Coburg Road.

#2 Choice

Territorial St. from Southern Pacific R.R. tracks to 7th. St.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

#1 LaSalle St. from ~~Southern Pacific R.R. tracks~~ East to Coburg Road.

#2 Territorial St. from Southern Pacific tracks to 7th. St.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Harrisburg does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Francis Kirk as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2 day of March, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Harrisburg at a regular or special meeting of said Council, held on the 2 day of March, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5 day of March, 1959.

Leon Huston
City Recorder

HARRISBURG

Scale 1"=800'

N

To Halsey

℄ City Limits

O'HARA AVE.

BROWN Burton ST.

ST.

N. 6TH.

QUINCY

8TH.

TERRITORIAL

MONROE ST.

SMITH

MOORE

MACY

KESLING

SCHOOLING

FOUNTAIN

LA SALLE

1ST. 2ND. 3RD. ST. 4TH.

5TH.

6TH

7TH.

9 | 10
16 | 15

RIVER

PACIFIC HIGHWAY

#2 in Green

#1 in Blue

To Junction City

WILLAMETTE

SLOUGH

O.E. Ry.

S.P. Co. R.R.

SUMMERVILLE AVE.

℄ City Limits

Rev. 7-31-'47

NOTED
Harold C. Ayers

July 23, 1958

NOTED
V. R. JONES

Mr. R. Glade Shimanek
City Recorder
Harrisburg, Oregon

NOTED
John F. Hazemann

Dear Sir:

I am replying to your letter of July 17 in regard to use of certain streets by trucks hauling rip rap material, and requesting resolution forms under the provisions of ORS 366.805.

On January 6, 1958, Harrisburg, and all other cities of 5000 or less population, were sent a letter notifying them of the act and requesting any city that felt they had streets receiving excessive wear due to heavy and unusual industrial traffic to make application prior to July 1, 1958. This date was set in order to provide sufficient time to complete investigations, work up the 1959 program, and present it to the Highway Commission for consideration.

As your letter requesting the necessary application forms was not received prior to July 1, 1958, we will not be able to include a project in your city in the 1959 program.

Early in January, 1959, we will again notify all cities of the requirements of the act whereupon requests for participation in the 1960 program will be accepted. I suggest that the city submit its application early in the year and an investigation of the problem can then be made.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

NOTED
C. G. SWENSON

R. Glade Shimanek
LAWYER

Serving the City of Harrisburg
As Recorder, City Attorney and Municipal Judge

OFFICE :: CITY HALL
HARRISBURG, OREGON
PHONE WYMAN 5-6655

July 17, 1958

State Highway Department
Salem, Oregon

Gentlemen:

The City Council of Harrisburg, Oregon, has ordered me to request aid from the State Gas Tax Fund for excessive wear and usage of the streets of the City of Harrisburg as a result some 14 or more dump trucks hauling from six to ten loads of rip rap materials per day over the said streets.

I have not been able to locate the forms and would appreciate having you send me the necessary forms.

Thank you.

Very truly yours,

R. Glade Shimanek

RGS/ps

ENGINEER
OPERATIONS
RECEIVED
JUL 17 1958

RECEIVED
JUL 18 1958
OREGON
STATE HIGHWAY COMMISSION

4-3320 Fort Stevens State Park Overnight Camping Area 1961
#5842 Clatsop Co.

RECEIVED
OCT 6 1961
FOR FILING

5842

October 5, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5842 for the Fort Stevens State Park Overnight Camping Area Extension in Clatsop County was completed by the contractor, Grimstad & Vanderveldt, Inc., on June 18, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $13,799.82 will be released to the contractor on or after October 13, 1961. The total contract amount is $76,040.51, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Grimstad & Vanderveldt, Inc.,
Route 1, Box 643
Astoria
Oregon

RECEIVED
JUL 10 1961

FOR FILING

5842

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Grimstad & Vanderveldt, Inc., completed work on the Fort Stevens State Park Extension Project in Clatsop County, Contract #5842 (State Project), on June 18, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 19 61

Section Fort Stevens State Park

Kind of work Extension of Overnight Camping Area

Highway ..... County Clatsop

Section prefix 4-3320

Contractor Grimstad & Vanderveldt, Inc.

Contract number 5842

Date of contract March 10, 19 61

Specified work days 60

Date work started March 10, 19 61

Work days used 60

GRADING SECTION ONLY

Project authorization . . . . . $ 27,768.38

Exclusive of engineering . . . . $ 25,793.74

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 24,455.67

Estimated per cent ~~overrun~~ underrun . . . . . 5.2 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,974.64

Engineering cost to date $ 1,974.64, 100 %

Date project was completed June 16, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate cover the grading section of this contract submitted to Resident Bridge Engineer June 29th.

FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUL 3 1961
NOTED-
COE

Signed ..... Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	0.56			
Miles partially completed					
Miles completed	0.56	0.56			
Total estimated quantities (contract)	10,000 C.Y.	3,200 C.Y.			
Total quantities corrected to date	10,775 C.Y.	3,109 C.Y.			
Estimated quantities moved or placed to date	10,775 C.Y.	3,109 C.Y.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Overcast		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Clear		
Saturday			

RECEIVED
MAR 29 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

4-3220
5842

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 29, 1961

Grinstad & Vanderveldt, Inc.,
Route 1, Box 643
Astoria
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5842, awarded March 10, 1961, for the Fort Stevens State Park Overnight Camping Area Extension Project in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
MAR 14 1961
FOR FILING
4-3320
5842

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1961

SUBJECT: Fort Stevens State Park Extension
Clatsop County
Contract No. 5842

Mr. D. B. Parkes
Contract Payments
OFFICE

Grimstad & Vanderveldt started work on the Fort Stevens State Park Extension in Clatsop County, Contract No. 5842, on March 10, 1961.

Ivan D. Merchant
Bridge Engineer

CAG:al

cc: Floyd Query

FILED
QUERY

F-29(8) Powers Jct.-Sugar Loaf Mountain Sect
Coos Bay-Roseburg Hwy. E. of Myrtle
#5043 Point. 2 Bridges & struct. 1961

RECEIVED
SEP 5 1962
FOR FILING

September 5, 1962

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 5843, for bridge construction on Powers Jct.-Sugarloaf Mountain on the Coos Bay-Roseburg Highway in Coos County, awarded to Tom Lillebo Construction Co., was completed on June 29, 1962 and accepted by the State Highway Commission on August 9, 1962.

Final payment in the amount of $20,077.02 will be released to the contractor on or after September 12, 1962. The total contract amount is $399,749.48 and no force account work was performed on the project.

No claims for labor or material have been filed with us.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc - Federal Insurance Co.
Ward Cook-Rodgers Ins. Co., Inc.
603 Panama Bldg.
Portland, Oregon

cc - Tom Lillebo Construction Co.
P.O. Box 365
Reedsport, Oregon

RECEIVED
JUL 1962

FOR FILING
5843

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1962

SUBJECT: Powers Jct.-Sugarloaf Mtn. Bridge
Oregon Contract No. 5843
FAP No. F-29(8)

To: Mr. D. B. Parkes
Contract Payments

OFFICE

Tom Lillebo Construction Company completed work on the above project on June 29, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job. The Bureau of Public Roads has accepted the job.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query

NOTED

NOTED
FLOYD QUERY

RECEIVED
APR 19 1961
FORM E-30X 50M 2-60 26119
FOR FILING
F-27(8)
943

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1961

SUBJECT: Powers Jct.-Sugarloaf Mountain

To:
MEMO TO THE FILES

Mr. Wilson Boyer of the Coos Trucking Company called on April 11 to register another complaint about holdups on this section. He stated that the contractor was unreasonable in that they were often held up one-half to three-quarters of an hour. Furthermore, a road closure lasting 2½ hours occurred this morning.

The 2½ hour closure was unavoidable and Mr. Boyer seemed convinced of that fact. It occurred as the result of a normal slab loosening material above which had to be pushed over before the cats could work underneath cleaning up the road.

The one-half to three-quarter hour delays are also, to some account, unavoidable. The new grade must be constructed by pushing over material from the top of the almost vertical existing slopes to the existing road below. It is then picked up and hauled away. We have been rigorously adhering to a schedule of 15 minutes pushing over and a somewhat shorter time for picking up and hauling away the material. To attempt a shorter working time would seriously hamper production and unnecessarily delay the work.

Boyer suggested that we attempt to coordinate shots which are necessary to times when logging traffic is at a lull. Either shortly after 8 A.M. or after 5 P.M. Mr. Chandler has been instructed to work in this direction.

Boyer also requested that his trucks be allowed to follow the contractor's equipment through the job during periods of closures. Mr. Chandler will check this out, also.

Mr. Chandler will contact Boyer direct this week and try to work out a better method of handling the work.

FBK:fp
cc Forrest Cooper
R. B. Sipprell
F. D. Morgan

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

RECEIVED
APR 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1961
FOR COMMISSIONERS FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-29(8)
5843

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 10, 1961

Mr. C. G. Folk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: Powers Jct.-Sugarloaf M'n.
Contract #5843
FAP No. F-29(8)

Dear Sir:

Tom Lillebo Construction Company started work on Powers Jct.-Sugarloaf Mountain Bridges, Contract #5843, FAP No. F-29(8), on the Coos Bay-Roseburg Highway in Coos County on April 4, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAO:nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED
FLOYD QUERY

RECEIVED
APR 10 1961

4-6-61

Monthly Transaction No.

FOR FILING 4-24

Project Report No.
F-29 (8)

5401

For [illegible]-2 (9- 7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Coos

Project No.: F-29(8)

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

SR 42 Powers Hwy. Jct. E. 2 mi.
(Powers Jct.-Sugarloaf Mtn. Section - Structures)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-10-61	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 439,800	$ 275,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **April 6, 1961**

USComm-DC 40257

April 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Powers Jct.-Sugarloaf Mountain Section, Project No. F-29(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

March 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Powers Jct.-Sugarloaf Mountain Section, Project No. F-29(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

Oregon State Highway Department

Federal Aid
Project No. F-29(8)

POLING JUNCTION-SUCCOTASH MOUNTAIN SECTION (STRUCTURES)

ON THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 17, 1961

Type Code X021
Hoffman Bridge (Sta. 135+88 to Sta. 140+58)(Br. #6642)(Contract No. 5843)

Shoring, Cribbing, etc.	All Required (80%)		$ 17,600.00
Structural Excavation	1,000 cu.yd.	$3.50	3,500.00
Excavation Below Elevation Shown	15 cu.yd.	18.00	270.00
Furnish Timber Piling	1,750 lin.ft.	0.80	1,400.00
Furnish Treated Timber Piling	3,020 lin.ft.	1.40	4,228.00
Drive Timber Piles	120 only	30.00	3,600.00
Furnish 10" BP 42#	1,460 lin.ft.	4.20	6,132.00
Drive Steel Piles	15 only	70.00	1,050.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (1,695 cu.yd.)	All Required (56%)		111,465.20
Metal Reinforcement (376,100 lb.)	All Required (56%)		48,236.72
Structural Steel (2,450 lb.)	All Required (2%)		760.18
Metal Parapet Rail	945 lin.ft.	4.35	4,110.75
8-inch Metal Drain Pipe	85 lin.ft.	3.50	297.50
			$202,810.35

Type Code X221
Lowers Junction Overcrossing (Sta. 143+24 to Sta. 145+06)(Br. #6643)
(Contract No. 5843)

Shoring, Cribbing, etc.	All Required (5%)		$ 1,100.00
Structural Excavation	200 cu.yd.	$3.50	700.00
Excavation Below Elevation Shown	10 cu.yd.	18.00	180.00
Furnish Treated Timber Piling	1,440 lin.ft.	1.40	2,016.00
Drive Timber Piles	48 only	30.00	1,440.00
Furnish 10" BP 42# Steel Piling	660 lin.ft.	4.20	2,772.00
Drive Steel Piles	12 only	70.00	840.00
Splice Steel Piles	3 only	40.00	120.00
Class "A" Concrete (530 cu.yd.)	All Required (18%)		35,828.10
Metal Reinforcement (125,200 lb.)	All Required (18%)		15,504.66
Metal Parapet Rail	365 lin.ft.	4.35	1,587.75
Concrete Slab Riprap	525 sq.yd.	8.00	4,200.00
8-inch Metal Drain Pipe	175 lin.ft.	3.50	612.50
			$ 66,901.01

Type Code X031
Middle Fork Coquille River Bridge (Br. #6830)(Sta. 187+26 to Sta. 190+62)
(Contract No. 5843)

Shoring, Cribbing, etc.	All Required (15%)		$ 3,300.00
Structural Excavation	550 cu.yd.	$3.50	1,925.00

Excavation Below Elevation Shown	50 cu.yd.	$18.00	$ 900.00
Selected Rock Backfill	100 cu.yd.	5.50	550.00
Furnish Treated Timber Piling	2,690 lin.ft.	1.40	3,766.00
Drive Timber Piles	74 only	30.00	2,220.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	4.20	1,764.00
Drive Steel Piles	16 only	70.00	1,120.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (800 cu.yd.)	All Required (26%)		51,751.70
Metal Reinforcement (171,650 lb.)	All Required (26%)		22,395.62
Structural Steel (150,200 lb.)	All Required (98%)		37,248.82
Metal Parapet Rail	671 lin.ft.	4.35	2,918.85
6-inch Drain Pipe	25 lin.ft.	3.50	87.50
			$130,107.49

Subtotal	$399,818.85
10% Engr. & Cont.	39,981.15
Total	$439,800.00

Length of 3 Structures - - - - - 0.187 Mile

Federal Funds -	$275,000.00
State Funds -	164,800.00
	$439,800.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project F-29(8)

POWERS JUNCTION-SUGARLOAF MOUNTAIN SECTION (STRUCTURES)

on THE COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 8, 1961

Type Code X021
Hoffman Bridge (Sta. 135+88 to Sta. 140+58)(Bridge No. 8842)

Shoring, Cribbing, etc.	All Required	(80%)		$ 14,400.00
Structural Excavation	1,000	cu.yds.	$5.50	5,500.00
Excavation Below Elevation Shown	15	cu.yds.	10.00	150.00
Furnish Timber Piling	1,750	lin.ft.	.90	1,575.00
Furnish Treated Timber Piling	3,020	lin.ft.	1.50	4,530.00
Drive Timber Piles	120	only	50.00	6,000.00
Furnish 10" BP 42# Steel Piling	1,460	lin.ft.	5.00	7,300.00
Drive Steel Piles	15	only	70.00	1,050.00
Splice Steel Piles	4	only	35.00	140.00
Class "A" Concrete (1695 cu.yd. at $65.)	All Required			110,175.00
Metal Reinforcement (376,100 lbs. at $0.125)	All Required			47,012.50
Structural Steel (2,450 lbs. at $0.23)	All Required			563.50
Metal Parapet Rail	945	lin.ft.	6.00	5,670.00
8-inch Metal Drain Pipe	85	lin.ft.	4.00	350.00
				$204,406.00

Type Code X221
Powers Junction Overcrossing (Sta. 143+24 to Sta. 145+06)(Bridge No. 8843)

Shoring, Cribbing, etc.	All Required	(5%)		$ 900.00
Structural Excavation	200	cu.yds.	$5.50	1,100.00
Excavation Below Elevation Shown	10	cu.yds.	10.00	100.00
Furnish Treated Timber Piling	1,440	lin.ft.	1.50	2,160.00
Drive Timber Piles	48	only	50.00	2,400.00
Furnish 10" BP 42# Steel Piling	660	lin.ft.	5.00	3,300.00
Drive Steel Piles	12	only	70.00	840.00
Splice Steel Piles	3	only	35.00	105.00
Class "A" Concrete (530 cu.yd. at $65.)	All Required			34,450.00
Metal Reinforcement (125,000 lbs. at $0.125)	All Required			15,650.00
Metal Parapet Rail	365	lin.ft.	6.00	2,190.00
Concrete Slab Riprap	525	sq.yds.	7.50	3,937.50
8-inch Metal Drain Pipe	175	lin.ft.	4.00	700.00
				$ 67,332.50

Type Code X031
Middle Fork Coquille River Bridge (Bridge #8830)(Sta. 187+26 to Sta. 190+62)

Shoring, Cribbing, etc.	All Required (15%)		$ 2,700.00
Structural Excavation	550 cu.yds.	$5.50	3,025.00
Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Selected Rock Backfill	100 cu.yds.	5.00	500.00
Furnish Treated Timber Piling	2,690 lin.ft.	1.50	4,035.00
Drive Timber Piles	74 only	50.00	3,700.00
Furnish 10" BP 42# Steel Piling	420 lin.ft.	5.00	2,100.00
Drive Steel Piles	16 only	70.00	1,120.00
Splice Steel Piles	4 only	35.00	140.00
Class "A" Concrete (800 cu.yds. at $65.)	All Required		52,000.00
Metal Reinforcement (171,650 lbs. at $0.125)	All Required		21,456.25
Structural Steel (150,000 lbs. at $0.23)	All Required		34,546.00
Metal Parapet Rail	671 lin.ft.	6.00	4,026.00
8-inch Drain Pipe	25 lin.ft.	4.00	100.00
			$129,948.25
	Subtotal		$402,186.75
	10% Engr. & Cont.		40,218.25
	Total		$442,405.00

Length of 3 Structures . . . . . 0.187 mile

Federal Funds	$278,000.00
State Funds	164,405.00
	$442,405.00

RECEIVED
MAR 29 1961
FOR FILING

COMMISSIONERS
M. R. COOPER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-29(8)
#943

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 29, 1961

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Tom Lillebo Construction Co.,
P. O. Box 365
Reedsport
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5843, awarded March 10, 1961, for bridge construction (3) on the Powers Jct.-Sugar Loaf Mt. Section of the Coos Bay-Roseburg Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 7 1961

FORM CD-121
(11-21-59)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

F-29(8)

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5843

Attfolk

FROM : C. C. Polk, Division Engineer
08-35.5 Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

DATE: March 24, 1961

SUBJECT: Proposed Project Agreements

Attached are two copies of proposed project agreements and one copy of approved detail estimate for each of the following projects:

F-29(8)	Powers Jct.-Sugarloaf Mtn. Section - Structures)
I-80N-2(19)33	Dodson-Bonneville Section

If the project agreements are satisfactory, they should be signed and returned to this office.

Attachments

RECEIVED
APR 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1961
FOR FILING

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

March 10, 1961

F-29 (8)
5843

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-29(8)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-29(8), Powers Junction-Sugarloaf Mt. Section, Coos Bay Roseburg Highway, (Structures), we hereby concur, as of this date, in award of Contract No., 5843 to Tom Lillebo Construction Co., of Reedsport, Oregon, low bidder in the amount of $399,818.85 at the March 7, 1961 bid opening.

RECEIVED
FEB 14 1961
FOR FILES
F-29(8)
25843

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

February 10, 1961

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-29(8)

We have today approved the P. S. and E. documents for Oregon Project F-29(8), Powers Junction-Sugarloaf Mt. Section (Structures) on the Coos Bay-Roseburg Highway.

This is to authorize your advertising for bids.

RECEIVED
FEB 10 1961

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-29(8)
#5843

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 9, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Subject: Right of Way Status
Proposed Bid Opening
March 7, 1961

Dear Sir:

All rights of way have been acquired and entry rights obtained on the following projects which are tentatively scheduled for March 7 bid opening:

Ontario-Idaho Line Section: Roadside
Improvement

Powers Junction-Sugarloaf Mountain
Section: Structures.

Very truly yours,

WALTER T. WRIGHT
Right of way Engineer

WTW:sg

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED
FORREST COOPER

RECEIVED
FEB 1961
OFFICE OF
STATE HIGHWAY ENGINEER

20-3342 Honeyman State Park Overnight Camping Area, on the Oregon Coast Hwy. S. of Florence, Lane Co. 1961

#5844

RECEIVED
SEP 27 1961
FOR FILING
5844

September 26, 1961

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5844 for construction of the Honeyman State Park Overnight Camping Area Extension Project on the Oregon Coast Highway in Lane County was completed by the contractor, Harley E. Lowe & Rolla A. Bryant, on July 17, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $4,275.36 will be released to the contractor on or after October 3, 1961. The total contract amount is $55,659.27, of which amount $248.08 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Harley E Lowe, &
Mr. Rolla A. Bryant
P. O. Box 252
Medford, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Honeyman State Park

Highway ..... County Lane

Contractor Lowe & Bryant

Date of contract Mar 10 61, 19

Date work started " 20 ", 19

Project authorization $63,824.63

Exclusive of engineering $59,285.99

For Week Ending August 11 1961, 19

Kind of work overnight camp extension

Section prefix 20 - 3342

Contract number 5844

Specified work days 60

Work days used 60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $59,285.99

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $4,538.64

Engineering cost to date $5,911.31, 130 %

Date project was completed July 17 1961, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Bridge res. engineer working on final estimate. Project was completed July 17 1961.

NOTED

Noted
M. N Juve

Signed Harry W Oswald

Harry W Oswald

Address Po Box 496 North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.25	.25.	Spec borrow .25		
Miles partially completed					
Miles completed	.25	.25	.25		
Total estimated quantities (contract)	4660	1160	16,250		
Total quantities corrected to date	3224	1193	16,136		
Estimated quantities moved or placed to date	"	"	"		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	fair		
Wednesday	fair		All items 100 % complete
Thursday	fair		
Friday	overcast fair		
Saturday			

RECEIVED
JUL 25 1961
FORM E-30X SDM 7-60 20386
FOR FILING

5844

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1961

Dorothy

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

H. E. Lowe and R. A. Bryant completed work on the Honeyman State Park Extension Project on the Oregon Coast Highway in Lane County, Contract #5844 (State Project), on July 17, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query ✓

NOTED ON CARD

RECEIVED
APR 5 1961
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

20-3342

5844

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 5, 1961

Mr. Harley E Lowe, and
Mr. Rolla A. Bryant
P. O. Box 252
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5844, awarded March 10, 1961, for the Honeyman State Park Overnight Camping Area Extension Project in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 23 1961
FOR FILING
20-3342
5844

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Harley E. Lowe and Rolla A. Bryant started work on the Honeyman State Park Camp Extension in Lane County, Contract #5844 (State Project), on March 20, 1961.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

22-1606 Albany (Willamette River) Bridge
Illumination. 1961
#5845 Linn & Benton Co.

RECEIVED
JUL 10 1961
FOR FILING

5845

July 7, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5845 for the illumination of the Albany (Willamette River) Bridge on the Albany-Corvallis Highway in Linn-Benton Counties was completed by the contractor, Marion Electric, on June 19, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $4,664.00 will be released to the contractor on or after July 13, 1961. The total contract amount is $8,480.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Marion Electric
2715 Portland Road NE
Salem
Oregon

RECEIVED
JUN 23 1961

FORM E-30 REN 8-61 84307

FOR FILING

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Marion Electric completed work on the Albany (Willamette River) Bridge Illumination Project on the Albany-Corvallis (US 20) Highway in Linn and Benton Counties, Contract 845 (State Project), on June 19, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED ON CARD

RECEIVED
APR 27 1961
FOR FILING

FORM E-20 80M 3-61 34397

22-1606

5845

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Marion Electric started work on the Albany (Willamette River) Bridge Illumination Project on the Albany-Corvallis (US 20) Highway in Linn and Benton Counties, Contract #5845 (State Project), on April 25, 1961.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 30 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

22-1606
5845

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 30, 1961

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Marion Electric
2715 Portland Road NE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5845, awarded March 10, 1961, for illumination on the Albany (Willamette) Bridge on the Albany-Corvallis Highway in Linn-Benton Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAR 6 1961
FOR FILING

22-1606

5-845

3-3-61

Salem, Oregon
February 1, 1961

Illumination Agreement
Willamette River Bridge
Albany-Corvallis Highway
City of Albany

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. John D. Graham
County & City Relations Office Engineer

MISC. CONTRACTS and AGREEMENTS No. 225

Attached is a conformed copy of an agreement with the City of Albany covering the illumination of the Willamette River Bridge on the Corvallis-Albany Highway in the City of Albany.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Albany.

Secretary

rn
Enc.

RECEIVED
FEB 1 1961
FOR FILING

22-1606
#5845

February 1, 1961

Mr. William D. Bollmer
City Manager
City of Albany
Albany, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Albany a fully executed copy of an agreement between the State Highway Commission and the City of Albany covering illumination of the Willamette River Bridge on the Albany-Corvallis Highway in City of Albany.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Illumination Agreement
Willamette River Bridge
Albany-Corvallis Highway
City of Albany

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/60 as a Minor Betterment project in the 1961 budget.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL

Secretary

RECEIVED
JAN 18 1961

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

22-1606
5845

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
January 16, 1961

Mr. William D. Bollman
City Manager
City Hall
Albany, Oregon

Dear Mr. Bollman:

Albany -

Enclosed are two copies of an agreement covering the proposed illumination installation on the Willamette River Bridge on the Corvallis ~~-Lebanon~~ Highway in Albany.

Will you please check the agreement, and if satisfactory, present it to the City Council for their approval. If the Council approves the agreement have both copies signed and return them to this office. It will also be necessary for the Council to pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into the agreement and the same should be made a part thereof and attached to each copy of the agreement. After signature by the Highway Commission, one fully executed copy will be returned for the City's records.

It will not be necessary for you to call a special Council meeting for action on this agreement as bids for this project will not be opened at the January 24 bid opening; however, it would be appreciated if you will return the agreements as soon as possible after your Council meeting on January 25.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Original signed
C. G. Swenson

C. G. Swenson
County & City Relations Engineer

CGS:mm
Encl.

cc: G. S. Paxson
F. B. Crandall, attention Val Johnson
V. D. Wolfe

RECEIVED
JAN 20 1961

RECEIVED
JAN 13 1961
FOR FILE

FORM E-30X 50M 7-60 29336

22-1606

5845

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1961

SUBJECT: State-City Agreement
Proposed Illumination Installation
Willamette River Bridge-Albany-Corvallis Hwy.
Albany

To:
C. S. Swenson
County-City Relations Engineer
O F F I C E

There are attached ten copies of a State-City Agreement covering the installation of luminaire units on the Willamette River Bridge on the Albany-Corvallis Highway in Albany. These agreements have been checked and found correct. Will you please care for their further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson
Ivan Merchant

RECEIVED
JAN 16 1961

RECEIVED

FOR FILING
22-16-06
5845

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1960

SUBJECT: Preparation of State-City Agreement
Proposed Illumination Installation
Willamette River Bridge - Albany-Corvallis
Highway - Albany

To:
L. I. Lindas
Chief Counsel
O F F I C E

It is planned to install illumination and navigation lights on the Willamette River Bridge on the Albany-Corvallis Highway, No. 31 (US20) in the city of Albany. Will you please prepare the necessary State-City Agreement covering this installation.

1. It is planned to install bridge illumination and navigation lights at an estimated cost of $15,000.

2. The State shall bear the entire cost of the installation.

3. The City will be responsible for maintenance and for the power costs on the bridge illumination.

4. The City shall pay the power cost for the navigation lights but the State shall care for the maintenance of these lights.

5. The City shall make no changes in the lighting system after installation.

Plans are being prepared and will be submitted to you for inclusion in this agreement. If after preparation you will submit the agreements to this office, we will check them and care for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
cc: G. S. Paxson
Ivan Merchant
C. G. Swenson

G. S. PAXSON

RECEIVED

24-1611 Commercial St. (Salem) Traffic
Signal Installation. 1961
#5846 Marion Co.

RECEIVED
JUL 5 1961
FOR FILING

5946

July 5, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5846 for the Salem traffic signals on Commercial Street at Alice Avenue, Pacific Highway Marion County, was completed by the contractor, Electric Corp., on June 22, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,280.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,280.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Electric Corp.,
1375 13th Street SE
Salem
Oregon

RECEIVED
JUN 30 1961

D. Cook

FOR FILING

5846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Electric Corporation completed work on the Salem Traffic Signal Project (Commercial at Alice Avenue), on the Pacific Highway in Marion County, Contract No. 5846 (State Project), on June 22, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD

RECEIVED
APR 4 1961
FORM E-30 50M 7-60 29395
FOR FILING
24-1611
5846

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Electric Corporation started work on the Salem Traffic Signals, Contract #5846, on the Pacific Highway in Marion County on March 30, 1961.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 30 1961
COMMISSIONERS
FOR FILING

MEMBER
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

24-1611
5846

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 30, 1961

Electric Corporation
1375 13th Street SE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5846, awarded March 10, 1961, for the Salem traffic signal installation on Commercial Street at Alice Avenue on Pacific Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 10 1961
FOR FILES

24-16 11

E 346

Salem

February 10, 1961

Mr. Alfred Mundt
City Recorder
City Hall
Salem, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Salem a fully executed copy of an agreement between the State Highway Commission and the City of Salem covering traffic signal installations on Commercial Street and Alice Avenue on the Pacific Highway (US99 Bus, Route) in the City of Salem.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
FEB 15 1961
FOR FILING

24-1611

#5846

Salem

Salem, Oregon
February 10, 1961

MISC. CONTRACTS and AGREEMENTS No. 2333

Traffic Signal Agreement
Commercial Street & Alice Avenue
Pacific Hwy. (US99 Bus. Route)
City of Salem

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. John D. Graham
City & County Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Salem covering the traffic signal installation on Commercial Street and Alice Avenue in the City of Salem.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Salem, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 32128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Traffic Signal Agreement
Commercial Street & Alice Avenue
Pacific Hwy. (US99 Bus. Route)
City of Salem

Attached are three copies of an agreement covering the subject project. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 9/29/60.

C. G. Swenson by J.D.G
C. G. Swenson
County and City Relations Engineer

JDG:mm
Att.

cc: V. D. Wolfe
J. Al Head

I-39-60 Minute Page 37841
Floyd Quiring

FORM E-30X 50M 2-60 28119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1961

To: Mr. C. H. Mainon
O F F I C E

Attention: Mr. John Herr

SUBJECT: Advance Deposit
Traffic Signal Installation
Commercial Street & Alice Avenue
City of Salem

Attached is a warrant from the city of Salem in the amount of $2,500 representing the city's share in the estimated total cost for installation of the traffic signal at Commercial Street and Alice Avenue in Salem.

C. G. Swenson

C. G. Swenson
County & City Relations Engineer

JDG:mm

cc: G. S. Paxson
R. L. Porter
V. D. Wolfe
J. Al Read

ENGINEER

RECEIVED
FOR RECORD

City of Salem, Oregon

OFFICE OF CITY RECORDER

24-1611

January 10, 1961

5-846
Salem Traffic Sig. No. - Val Stevens -

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing, for your files, a copy of City of Salem Resolution No. 7797, authorizing an agreement between the city of Salem and state of Oregon for installation of a fixed time traffic signal to be installed at the intersection of Commercial Street, SE and Alice Avenue, SE.

This resolution was adopted by the Council at their meeting held January 9, 1961.

Yours very truly,

Alfred Mundt
City Recorder

AM:bjm
Enclosure 1

RECEIVED
JAN 11 1961
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION NO. 7797

WHEREAS, to minimize traffic hazards and to facilitate the flow of traffic, it appears in the public interest that a fixed-time traffic signal be installed at the intersection of Commercial Street S.E., and Alice Avenue S.E., in the City of Salem, and

WHEREAS, the State of Oregon, by and through its State Highway Commission, is willing to prepare all plans and specifications, and award the contract for the installation of such signal system, and to stand one-half the cost thereof, provided the city will maintain and operate the signal system, and make no changes in the timing or operation thereof, without the consent of the state; now, therefore,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the Mayor and Recorder enter into an agreement with the State of Oregon, by and through its State Highway Commission, for the installation of the aforesaid fixed-time traffic signal, the city to pay one-half the cost of installation thereof, and the Mayor and Recorder are hereby authorized to drew a warrant in the sum of $2,500.00 as an advance payment to the State Highway Commission for such system; and the Mayor and Recorder are hereby authorized to sign such contract on behalf of the city.

ADOPTED by the Common Council this 9th. day of January, 1961.

ATTEST:

/s/ Alfred Mundt

City Recorder

RECEIVED
FOR FILES

FORM E-30X 50M 7-60 29386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1961

24-1611

#5846

Sale. To:

C. G. Swenson
County-City Relations Engineer
O F F I C E

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Commercial (US99 BUS) at Alice Avenue
Salem

At its meeting on September 29, 1960, the State Highway Commission approved the installation of a traffic signal at the intersection of Commercial Street (US99) and Alice Avenue in the city of Salem. There are attached ten copies of the State-City Agreement covering this installation. These agreements have been checked and found correct.

Will you please care for the further processing of these agreements.

Original Signed by
F. B. Crandall

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: G. S. Paxson

RECEIVED
JAN 5 1961

RECEIVED

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

FOR FILE
27-1611
5846

Salem, Oregon
December 28, 1960

To: L. I. Lindas
Chief Counsel
O F F I C E

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
Commercial St. (US99 Business) at Alice Ave.
Salem

The State Highway Commission, at its meeting of September 29, approved the installation of a traffic signal at the intersection of Commercial Street and Alice Avenue in the city of Salem, Will you please prepare the necessary State-City Agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway East, No. 1E, US99 Business, which in this section of Salem is routed over Commercial Street, SE.

2. The intersection involved is that of Commercial Street, SE and Alice Avenue, SE.

3. It is planned to install a fixed time traffic signal at this intersection and to interconnect this signal with the existing traffic signal system in the city of Salem.

4. The installation is estimated to cost $5,000.

5. The State shall make the installation and in the first instance, pay all costs thereof. The final cost shall be shared equally by the City and State.

6. The City shall maintain the signal after installation and pay for all electrical energy consumed.

7. The City shall make no changes in the existing program established by the State without prior approval in writing from the State.

8. It is agreed between the two parties to the contract that at such time as the material installed under this agreement is in need of replacement, the cost shall be shared on the same basis as the original installation.

There are attached ten copies of the plans for this installation. If after preparation, you will submit the agreement to this office, we will check them and care for further processing.

Original signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

Attachments
VPJ:pk
cc: G. S. Paxson
C. G. Swenson

RECEIVED
OCT 25 1960
FOR FILING

24-16 11

5846

9/29
42-3

October 11, 1960

Mr. Alfred Mundt
City Recorder
City of Salem
City Hall
Salem, Oregon

Dear Mr. Mundt:

On August 12 you directed a letter to Mr. F. B. Crandall, Traffic Engineer, stating that the Salem Common Council had adopted a resolution approving the installation of traffic control lights at the intersection of Commercial Street S. and Alice Avenue S.

An engineering investigation was conducted, and it was found that this intersection meets the standard warrant for the installation of a traffic signal. The Highway Commission at its meeting on September 29 approved the signal installation at an estimated cost of $5,000.

In approving the traffic signal, it was understood that the City of Salem will pay one-half of the cost of the installation and will provide all future maintenance and power needs.

An agreement covering this matter is being prepared and will be forwarded to you for approval in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: G. S. Paxson
F. B. Crandall

RECEIVED
SEP , 1930
FOR FILING
24-1611
#5846
Salem

September 20, 1930

Oregon State Highway Commission

Gentlemen:

We have received a request from the City of Salem, submitted by Mr. Alfred Hunt, City Recorder, for the installation of a traffic signal at the intersection of South Commercial Street, Pacific Highway East (Hwy 99E) and Alice Avenue in the southerly section of Salem. Investigation discloses that the installation of a signal at this intersection meets the standard warrants for the installation of traffic signals at urban intersections.

Your approval is recommended for the installation of a fixed-time traffic signal at the intersection of South Commercial Street, Pacific Highway East (Hwy 99E) and Alice Avenue in the City of Salem. The installation is estimated to cost $2,500 and under standard policy, the City of Salem will pay one-half the cost of the installation and care for future maintenance and power consumption. Sufficient funds have been provided in the 1930 Minor Betterment Funds for Traffic Signal Projects to be selected to cover the cost to the State.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

C. H. Williams
State Highway Engineer

cc: Mr. G. S. Paxson
Mr. F. B. Crandall
VPJ:pk ms

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
September, 1960

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
South Commercial St. (US99 BUS) at Alice Ave.
Salem

Recommendation:

As a result of this investigation, it is recommended that a fixed-time traffic signal be installed at the intersection of South Commercial Street (US99 BUS) with Alice Avenue in the city of Salem. The installation, plus necessary interconnection with the existing traffic signal system is estimated to cost $5,000.

Historical Background:

This investigation and report is in response to a resolution enacted by the Common Council of the city of Salem and submitted by Mr. Alfred Mundt, City Recorder.

Investigation:

The point investigated is a three-way intersection near the southerly city limits of Salem. South Commercial Street is the routing of the Pacific Highway East and carries a business route for US99. At this point, South Commercial Street carries four lanes of traffic. The indicated speed is 30 MPH. Traffic entering the intersection from Alice Avenue is required to stop.

Alice Avenue is the primary feeder street from South Commercial Street to the Candalaria Shopping Center and in addition, drains a portion of the Candalaria residential area. As is shown on the attached portion of the city map, there are existing traffic signals on Boice Street to the north and at Vista Avenue to the south.

The 16-hour vehicle and pedestrian count was taken on Thursday, September 1, 1960. The computed 24-hour volume entering the intersection was 18,105 vehicles, with 921 or five percent of the total, entering from Alice Avenue. During the 16-hour period of count, 63 pedestrians crossed South Commercial Street.

During the period from January 1, 1955 to June 30, 1960, there were 17 reported accidents at this intersection. Three persons were injured and there were no fatalities. Four of the seventeen accidents might have been prevented by traffic signals.

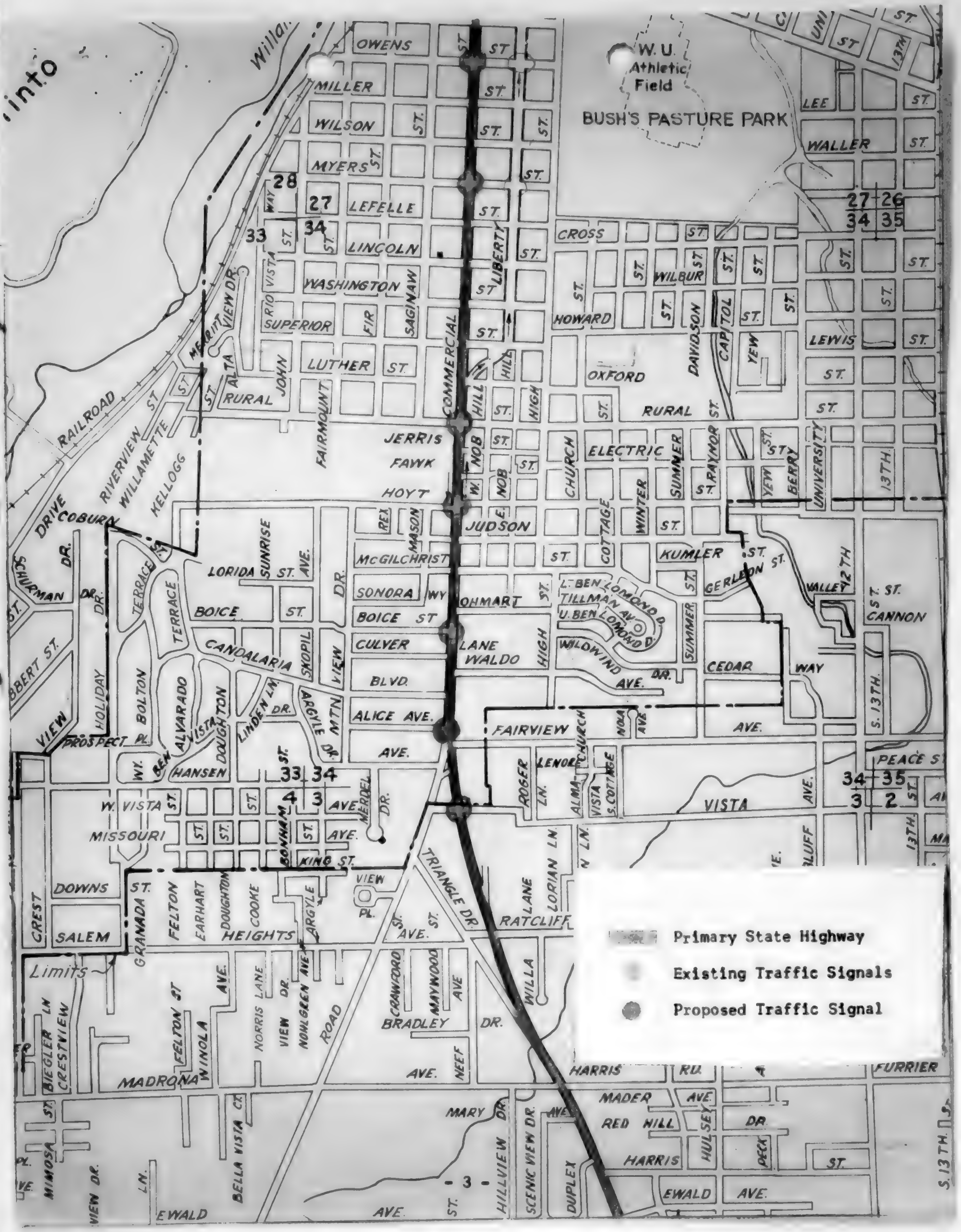
In the following table, conditions at the intersection are compared with the standard warrants for the signalization of urban intersections.

Item	Commercial & Alice	Minimum Warrant
Total Volume Warrant:		
Ave. Hourly Total Volume (Max. 8 Hrs.)	1,268	750
Ave. Hourly Cross-Street Volume (Max. 8 Hrs.)	75	175
Pedestrian Warrant:		
Ave. Hourly Ped. Volume Across Main Street (Max. 8 Hrs.)	6	250
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	1,076	600
Interruption of Continuous Traffic Warrant:		
Ave. Hourly Veh. Volume on Main Street (Max. 8 Hrs.)	1,203	750
Ave. Hourly Combined Volume Across Main Street (Max. 8 Hrs.)	75	75
Accident Warrant:		
Preventable Accidents (Last 12 Months)	0	5

As can be seen from the table, because of a relatively low volume of traffic on Alice Avenue, only the interruption of continuous traffic warrant is met. Even the meeting of this warrant is somewhat marginal.

For over-all control of traffic on the Boice Street-Vista Avenue Section, it is very desirable that an additional traffic signal be installed. From the viewpoint of greatest convenience to side-street traffic, it would be better to install such a signal either at the Hanson Avenue or Candalaria Blvd. intersections. However, installation of signals at either of these intersections, because of their spacing with regard to existing signalized intersections, would cause considerable congestion on South Commercial Street. A traffic signal at the Alice Avenue intersection will serve the Candalaria Shopping Center to the best advantage and through a slight change in existing driving habits, will also provide more service to residents of the Candalaria area than would be indicated by the traffic count. For these reasons, it is recommended that a fixed-time traffic signal be installed at the intersection of Alice Avenue at an estimated cost of $5,000.

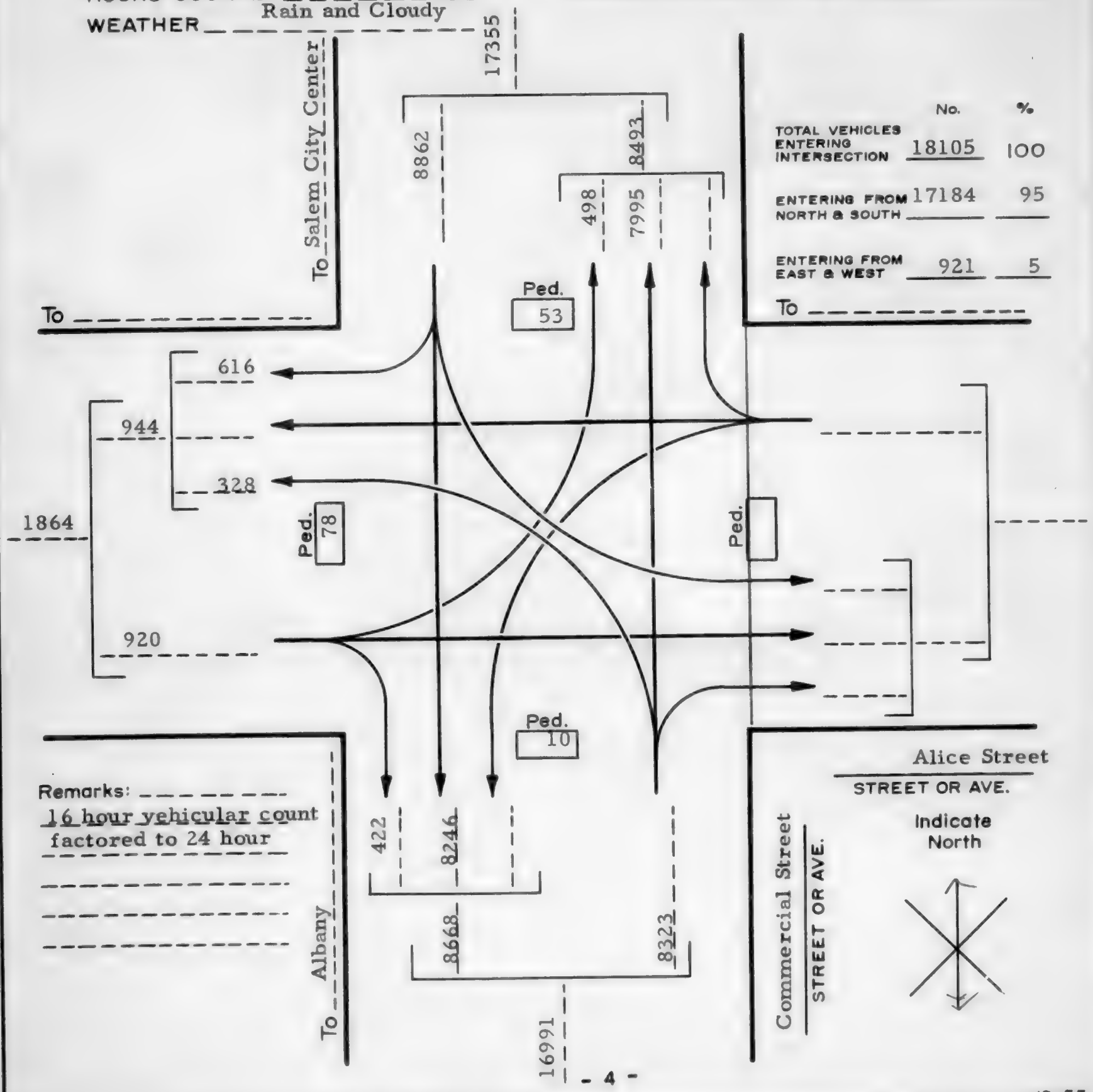
VPJ:pk


W. U. Athletic Field
BUSH'S PASTURE PARK
OWENS
MILLER
WILSON
MYERS
LEFELLE
LINCOLN
WASHINGTON
SUPERIOR
LUTHER
JERRIS
FAWK
HOYT
JUDSON
McGILCHRIST
SONORA WY
BOICE ST
CULVER BLVD.
ALICE AVE.
LORIDA ST.
BOICE ST.
CANDALARIA
LANE
WALDO
OHMART
CROSS
HOWARD
OXFORD
RURAL
ELECTRIC
KUMLER
GERLETON ST.
CEDAR WAY
FAIRVIEW AVE.
VISTA AVE.
LEE
WALLER
LEWIS
WILBUR
CAPITOL
YEW
DAVIDSON
SUMMER
WINTER
COTTAGE
CHURCH
HIGH
HILL
NOB HILL
NOB
LIBERTY
COMMERCIAL
FAIRMOUNT
MERRITT
VIEW DR.
ALTA
JOHN
RIO VISTA
SAGINAW
FIR
RAILROAD
RIVERVIEW
WILLAMETTE
KELLOGG
DRIVE
COBURN
TERRACE
SUNRISE
MASON
REX
SKOPIL
ARGYLE
MTN VIEW
LINDEN LN.
ALVARADO
BOLTON
HOLIDAY
DOUGHTON
HANSEN
MERDEL
BONHAM
KING ST.
MISSOURI
W. VISTA
PROSPECT PL.
VIEW
CREST
DOWNS
SALEM
GRANADA
FELTON
EARHART
DOUGHTON
COOKE
ARGYLE
HEIGHTS
Limits
BIEGLER LN
CRESTVIEW
MADRONA
FELTON ST
WINOLA
NORRIS LANE
VIEW DR.
NOWLGREEN AVE
ROAD
CRAWFORD
MAYWOOD
BRADLEY
NEEF
TRIANGLE DR
ROGER LN.
LENORE
ALMA
VISTA
S. COTTAGE
LORIAN LN
RATCLIFF
WILLA
HARRIS RD.
FURRIER
MADER
RED HILL
HARRIS
HULSEY
PECK
DUPLEX
SCENIC VIEW DR.
HILLVIEW DR.
MARY
EWALD
BELLA VISTA CT.
MIMOSA
BBERT ST.
SCHURMAN
DR.
LEE
UNIVERSITY
BERRY
13TH
S. 13TH.
CANNON
VALLEY
L. BEN LOMOND D.
TILLMAN AV.
U. BEN LOMOND D.
WILDWIND AVE.
PEACE
Primary State Highway
Existing Traffic Signals
Proposed Traffic Signal

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sept. 1, 1960
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Rain and Cloudy

CITY OF Salem
INTERSECTION OF Commercial and
AND Alice Street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	18105	100
ENTERING FROM NORTH & SOUTH	17184	95
ENTERING FROM EAST & WEST	921	5

To

Remarks:
16 hour vehicular count factored to 24 hour

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: September 1, 1960
Day of week: Thursday
Hours counted: 16
Weather: Cloudy and Rainy
Classification: All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A.M.	6:00– 7:00			-	1	102	227					1	2	333	331	99	2	
	7:00– 8:00			9	9	283	686					5	7	999	985	98	14	
	8:00– 9:00			24	22	305	610					7	7	975	946	97	29	
	9:00–10:00			33	15	310	479					20	17	874	839	96	35	
	10:00–11:00			27	23	370	443					26	16	905	856	95	49	
	11:00–12:00			55	43	544	419					17	14	1092	1032	95	60	
	12:00– 1:00			42	33	592	530					32	19	1248	1183	95	65	
P.M.	1:00– 2:00			36	42	511	594					22	32	1237	1173	95	64	
	2:00– 3:00			37	24	422	327					20	20	850	806	95	44	
	3:00– 4:00			73	29	696	491					47	26	1362	1286	94	76	
	4:00– 5:00			54	57	559	580					39	32	1321	1225	93	96	
	5:00– 6:00			78	41	1159	449					68	24	1819	1710	94	109	
	6:00– 7:00			28	24	567	399					29	26	1073	1020	95	53	
	7:00– 8:00			37	42	397	473					15	32	996	939	94	57	
	8:00– 9:00			22	32	325	301					21	18	719	666	93	53	
	9:00–10:00			5	16	355	260					15	5	656	625	95	31	
	10:00–11:00																	
	11:00–12:00																	
	12:00– 1:00																	
A.M.	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
24-Hour total .				616	498	8246	7995					422	328	18105	17184	95	921	
-Hour total .																		
16-Hour total .				560	453	7497	7268					384	297	16459	15622	95	837	
Control . . .																		
Factor . . .																		

Tab
Com
Che
Che

Commercial ..... St. is North and South

Alice ..... St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Salem

Intersection Alice and Commercial Streets

Station number

Code number

Classification All Vehicles

th	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
		1	2	333	331	99	2	1					-	-	-	-
		5	7	999	985	98	14	2					1	-	3	1
		7	7	975	946	97	29	3					4	-	2	-
		20	17	874	839	96	35	4					1	-	1	-
		26	16	905	856	95	49	5					1	-	6	-
		17	14	1092	1032	95	60	5					1	-	5	-
		32	19	1248	1183	95	65	5					10	-	2	2
		22	32	1237	1173	95	64	5					8	-	3	-
		20	20	850	806	95	44	5					1	-	9	3
		47	26	1362	1286	94	76	6					5	-	7	-
		39	32	1321	1225	93	96	7					-	-	8	-
		68	24	1819	1710	94	109	6					12	-	13	2
		29	26	1073	1020	95	53	5					3	-	5	2
		15	32	996	939	94	57	6					-	-	10	-
		21	18	719	666	93	53	7					4	-	4	-
		15	5	656	625	95	31	5					2	-	-	-
		422	328	18105	17184	95	921	5	17355		1864	16991				
		384	297	16459	15622	95	837	5	15778		1694	15446	53	-	78	10

Tabulated by

Computed by

Checked by

Checked by

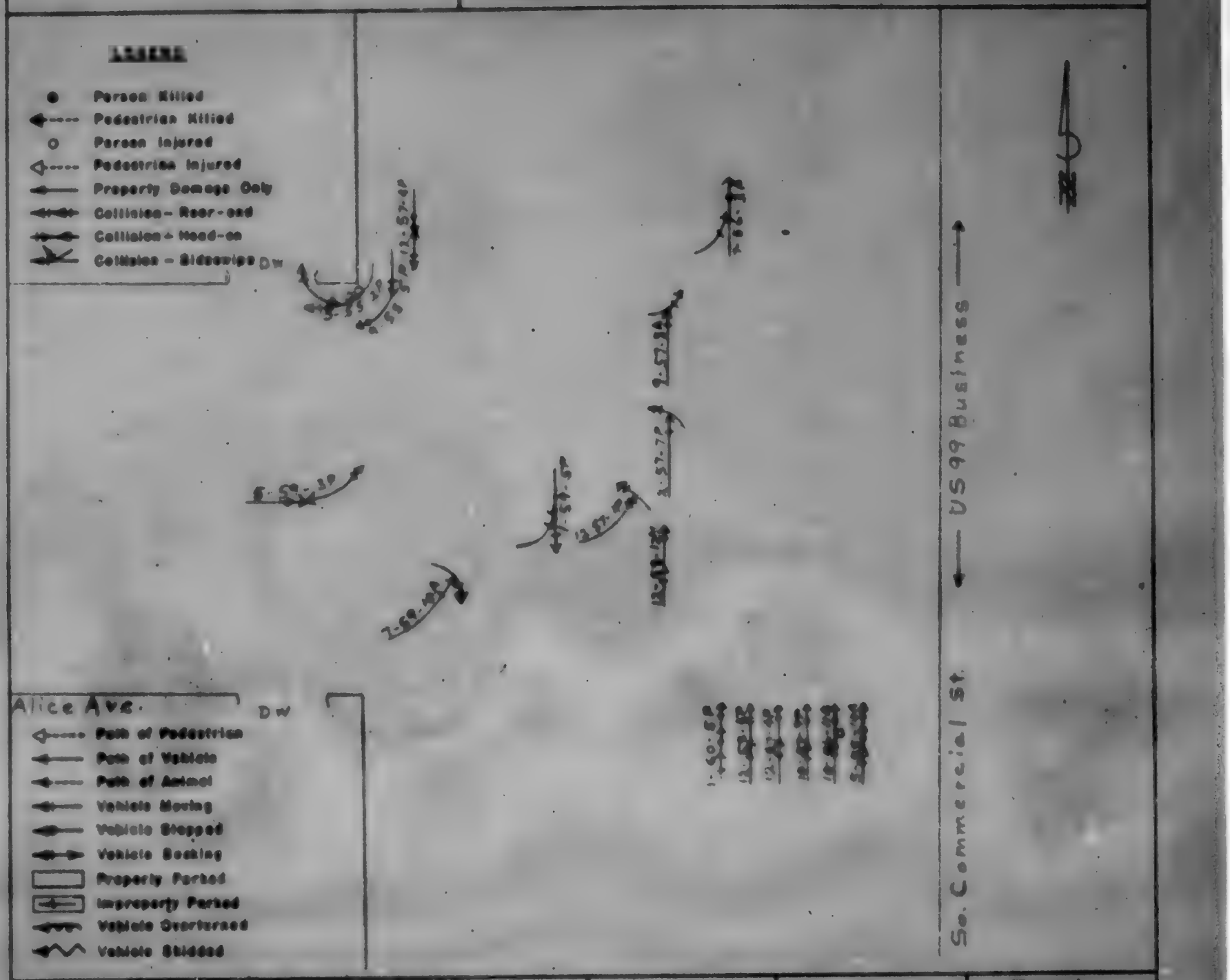
South

West

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Salem County Marion
Intersection of So Commercial St and Alice Avenue
Highway Number 1E (US 99 Business)
Period Covered 1-1-55 to 6-30-60
Compiled by IRR Drawn by _____ Date 8-29-60



Collision Type	1955, 1956				1957 1958				1959				6 mo 1960				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end		1	2	3			4	4							1	1		1	7	8
Sideswipe																				
Turning Movement			1	1			3	3			2	2							6	6
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing		1		1			1	1			1	1						1	2	3
Misc.																				
TOTAL		2	8	5			8	9			3	3			1	1		2	15	17

City of Salem, Oregon

OFFICE OF CITY RECORDER

August 12, 1960

Johnson

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Dear Mr. Crandall:

At the last regular meeting of the Common Council held August 8, 1960 Resolution No. 7722 was adopted directing installation of traffic control lights at the intersection of Commercial St., S with Alice Avenue, S. A copy of the resolution is attached.

Not with letter

The City Council is very desirous of installing traffic lights at this location and, as this is a state highway intersecting city street, the City Council requests that you share in the cost on a 50-50 basis as has been done on many occasions heretofor.

Yours very truly,

Alfred Mundt
City Recorder

AMibjm

NOTED
TRAFFIC CONTROL
[illegible]

RECEIVED
AUG 15 1960
TRAFFIC ENGINEER

6-4227 Bullards Bridge Maintenance Painting
Oregon Coast Hwy. near Bandon 1961
#5847 Coos Co.

RECEIVED
SEP 12 1961
FOR FILING

5847

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1961

Note on card

76

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Tri-State Painting Company completed work on the Bullards Bridge Painting Project on the Oregon Coast Highway in Coos County, Contract #5847 (State Project), on August 24, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
AND QUE

NOTED ON CARD

RECEIVED
SEP 13 1961
FOR FILING

September 13, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon.

Gentlemen:

State Highway contract #5847 for maintenance painting the Bullards Bridge on the Oregon Coast Highway in Coos County was completed by the contractor, Tri-State Painting Co., on August 24, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,870.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,929.91, of which amount $529.91 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tri-State Painting Co.,
9100 SE Stanley Avenue
Portland 6
Oregon

RECEIVED
JUN 6 1961

FORM E-90 90M 3-61 84337

FOR FILING

6-4227

5847

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Tri-State Painting Company started work on the Bullards Bridge Painting Project on the Oregon Coast Highway in Coos County, Contract #5847 (State Project), on May 31, 1961.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
APR 14 1961
FOR FILING

COMMISSIONERS
M. K. MACTIER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

6-4227
5447

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 14, 1961

Tri-State Painting Co.,
9100 SE Stanley Avenue
Portland 6
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5847, awarded March 10, 1961, for maintenance painting Bullards Bridge on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

20-4221 Siuslaw River & Scottsburg Bridges.
Painting, near Florence on Oreg.
#5948 Coast Hwy. Lane & Douglas Co. 1961

RECEIVED
AUG 30 1961
FOR FILING

5848

August 30, 1961

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5848, for maintenance painting of the Siuslaw River Bridge and Scottsburg Bridge on the Oregon Coast and Umpqua Highways in Lane and Douglas Counties, was completed by the contractor, William A. Efraimson, on July 31, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $5,333.23 will be released to the contractor after acceptance by the Commission. The total contract amount is $19,737.16, of which amount $374.16 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as your company appears as surety on the performance bond furnished by the contractor on this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

:mc

cc: James McI. Wood West & Co., Agent
625 Failing Building
Portland, Oregon

William A. Efraimson
126 N.E. 11th Avenue
Portland 12, Oregon

RECEIVED
AUG 28 1961
FOR FILING

5848

August 24, 1961

General Insurance Company of America
1075 Oak Street
Eugene, Oregon

Attention: Starr Thurston
Claims Division

Dear Mr. Thurston:

Our contract records show that William A. Efraimson, 126 N. E. 11th Avenue, Portland 12, was awarded State Highway Contract 5848, for painting the Siuslaw River Bridge and the Scottsburg Bridge.

The contract was awarded ~~November~~ March 10 and completed July 31, 1961.

Spray damage to vehicles, to our knowledge, is not covered by the surety who provided the performance bond for the contract.

We do not have the name and address of the contractor's job liability surety, and suggest that you write directly to the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mg

NOTED ON CARD

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
SAFECO® INSURANCE COMPANY OF AMERICA
LIFECO® INSURANCE COMPANY OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

W. L. CAMPBELL
PRESIDENT

EUGENE FIELD OFFICE 1075 OAK STREET EUGENE, OREGON

August 18, 1961

Contract 3

State of Oregon
Highway Department
Salem, Oregon

Re: John Stephens - H 49586
D/L: 6-12-61

Gentlemen:

On June 12, 1961 at approximately 5:30 P.M. our insured was waved through the Umpqua River Bridge on ighway 38 at Scottsburg by the flagman. Painting operation was going on, and some paint overspray landed on his car.

We have taken care of the assured's damage under the comprehensive section of our Safeco policy in the amount of $15.00.

I would appreciate the name and address and insurance carrier of the contractor who was performing the work on this bridge at this time, so that we may present our claim to them.

Thank you very much.

Very truly yours,

Starr Thurston

Starr Thurston
Eugene Claims
sb

P.S. Please use the enclosed business reply envelope for your convenience in replying.

RECEIVED
AUG 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 4 1961

FOR FILING

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

William A. Efraimson completed work on the Siuslaw River and Scottsburg Bridges Maintenance Painting Project on the Oregon Coast and Umpqua Highways in Lane and Douglas Counties, Contract #5848 (State Project), on July 31, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

NOTED
FLOYD QUERY

mk

cc: Floyd Query

NOTED ON CARD

RECEIVED
APR 11 1961
FORM E-30 SOM 7-60 29388
FOR FILE

20-4221

5 X 1 A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

William A. Efraimson started work on Siuslaw River & Scottsburg Bridges Maintenance Painting, Contract #5848, (State Project), on April 6, 1961.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 29 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, Chairman, PORTLAND
KENNETH N. FRIDLEY, Member, WASCO
GLENN L. JACKSON, MEDFORD
FLOYD QUERY, Secretary, SALEM

20-4-2-1
5 9 c/4

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 29, 1961

Mr. William A. Efraimson
126 NE 11th Avenue
Portland 12
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5848, awarded March 10, 1961, for maintenance painting of the Siuslaw River and Scottsburg Bridges on the Oregon Coast and Umpqua Highways in Lane-Douglas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

5-1050 Warren Section of the Columbia River
#5849 Hwy., S. of St. Helens 1961
Paving

RECEIVED
DEC 4 1961
FOR FILING

THE TRAVELERS

THE TRAVELERS INSURANCE COMPANY · THE TRAVELERS INDEMNITY COMPANY

HARTFORD 15, CONNECTICUT

5-1
E 449

November 27, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Query:

B & K Paving Co., Principal
State of Oregon, Obligee
Bond 932966

Your letter of November 16, 1961, concerning the claim letter dated November 9, 1961, from Charles T. Parker Construction Company for materials in the amount of $743.07 on the Warren section project near St. Helens has been forwarded to our Claim Department of our Seattle office located at 500 Union Street, Seattle 1, Washington.

Since our principal is located in that territory and since the bond was executed there, our Seattle Claim Department will have the responsibility for the administration of this claim.

Very truly yours

Wayne H. Webster

Wayne H. Webster, Examiner
Casualty-Fire Claim Department

WHW:JMC

RECEIVED
DEC 4 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
NOV 21 1961
FOR FILING

5849

B & K PAVING CO.

We Specialize in Asphalt Paving

808 NORTH 20TH -:- KELSO, WASHINGTON

Telephone EXbrook 3-6882

November 17, 1961

The Travelers Indemnity Co
Logan Building
500 Union Street
Seattle 1, Washington

Dear Sir;
This letter is in regards to the claim of Charles T. Parker Const. Co. of Portland, Oregon concerning a bill for $ 743.07 which they claim is owed to them by the B & K Paving Co. for rock used at their pit at Scappoose, Oregon in conjunction with Oregon State Highway contract # 5849.
I contend we do not owe this bill. I have paid them in full for all rock used from their pit at Scappoose, Oregon, which was a great deal more than was used on contract # 5849
I refuse to pay this unjust bill for the reason their man quoted me a price of $ 1.50 per ton for rock used at our asphalt plant. They contend that they quoted me $ 1.50 per ton of asphaltic concrete we produced.
I merly deducted the amount of liquid asphalt used in the production of asphaltic concrete as this is not considered as rock, as this is a standard procedure I cant see where this claim is justified.

Yours truly

B & K Paving Co.

Gus Bergenzine

cc: Oregon State Highway Department
Salem, Oregon

Charles T. Parker Construction Co
P.O. Box 7588
Portland20, Oregon

Phil Gressmayer Co
P.O. Box 1191
Portland 7, Oregon

Bond
Ins. - Surety filed
with Secy. of State.
CCC

RECEIVED
DEC 0 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
NOV 20 1961
FOR FILING

5849

November 16, 1961

The Honorable Howell Appling, Jr.
Secretary of State
State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Appling:

Attached is a claim for filing in the amount of $743.07 received from Charles T. Parker Construction Company for materials furnished to B & K Paving Company on the Warren Section project near St. Helens. This appears to be in connection with the B & K Paving Company contract, No. 5849, paving the Warren Section of the Columbia River Highway in Columbia County.

The Travelers Indemnity Company, through Phil Grossmayer Company, P. O. Box 1191, Portland 7, Oregon, furnished the performance bond on this project.

Please acknowledge receipt of this claim letter on the enclosed copy.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

Secretary

CWH:jh

RECEIVED
NOV 20 1961
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5849

Dorothy

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 16, 1961

The Honorable Howell Appling, Jr.
Secretary of State
State Capitol Building
Salem 10, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Appling:

Attached is a claim for filing in the amount of $743.07 received from Charles T. Parker Construction Company for materials furnished to B & K Paving Company on the Warren Section project near St. Helens. This appears to be in connection with the B & K Paving Company contract, No. 5849, paving the Warren Section of the Columbia River Highway in Columbia County.

The Travelers Indemnity Company, through Phil Grossmayer Company, P. O. Box 1191, Portland 7, Oregon, furnished the performance bond on this project.

Please acknowledge receipt of this claim letter on the enclosed copy.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

File # 3882

FILED
NOV 17 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

CWH:jh

NOTED ON CARD

RECEIVED
NOV 17 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

PHONE ATLANTIC 8-5395

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS
P. O. Box 7588
6457 N. E. Columbia Blvd.
Portland 20, Oregon

November 9, 1961

CERTIFIED MAIL

Travelers Indemnity
c/o Phil Grossmayer Co.
P. O. Box 1191
Portland 7, Oregon

Ref: Contract #5849
Oregon State Highway Dept.

Gentlemen:

This letter will serve as our notification to you of an unpaid account in the amount of $743.07 for materials furnished B & K Paving Company, Kelso, on the Warren Sectionof the Columbia River Highway near St. Helens, Oregon.

We have demanded payment for the above balance but payment has not been made. We, therefore, request payment under bond supplied in connection with this contract.

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By V. B. Woolcott
V. B. Woolcott

VBW:deb

cc: B & K Paving Co.
808 N. 20th
Kelso, Washington

Oregon State Highway Dept.
Salem,
Oregon

RECEIVED
NOV. 10 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 20 1961
FOR FILING

5849

November 16, 1961

Charles T. Parker Construction Co.
P. O. Box 7588
Portland 20, Oregon

Attention: Mr. V. B. Woolcutt

Gentlemen:

This is to acknowledge receipt of a carbon copy of your letter dated November 9, 1961 to the Travelers Indemnity Company, Portland, advising that the B & K Paving Company owe you for materials in the amount of $743.07 in connection with the Warren Section Project on the Columbia River Highway near St. Helens.

Our records indicate this to be in reference to the B & K Paving Company contract, No. 5849, paving the Warren Section of the Columbia River Highway in Columbia County.

We are forwarding this copy of your claim to the Secretary of State for filing. In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

Secretary

CWH:jh

RECEIVED
NOV 20 1961
FOR FILING
5449

November 16, 1961

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A claim letter dated November 9, 1961 has been received from Charles T. Parker Construction Company informing us that the B & K Paving Company owe them for materials in the amount of $745.07 on the Warren Section project near St. Helens.

This appears to be in reference to the B & K Paving Company contract, No. 5449, paving the Warren Section of the Columbia River Highway in Columbia County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

NOTED ON CHAIR

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:jh

cc: Phil Grosmayer Company
P. O. Box 1191
Portland 7, Oregon

B & K Paving Company
808 N. 20th
Kelso, Washington

M. K. McIver
G. L. Jackson
W. C. Williams
Forrest Cooper

RECEIVED
DEC 7 1961
FOR FILING

October 18, 1961

NOTED
State Highway Engineer

Warren Section
Contract No. 5849

FINAL COST ANALYSIS
Paving
Contractor: B & K Paving Company
Resident Engineer: J. W. Cochell

Columbia River Highway
Prefix No. 5-1050-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Cl. B Asphaltic Concrete	4,680.13	Ton	6.92	5.92	27,716.84	32,386.50
RS-2 Asphalt	2.5	Ton	60.00	44.00	110.00	150.00
Extra for Paving Approaches	35	Each	25.00	20.43	715.00	875.00
Flagging					666.38	666.38
					$29,208.22	$34,077.88

Gross Revenue	$ 34,077.88
Total Cost	29,208.22
Net Profit	$ 4,869.66

Net Profit equals 14.3% of Gross Revenue

DEC 11 1961

DETAIL OF COSTS - Contract No. 5849

Labor:			
Labor		$ 5,989.93	
Insurance		549.56	
			$ 6,539.49
Rental Equipment and Miscellaneous Supplies:			
Equipment Rental, Owned		5,444.46	
Equipment Rental, Hired		1,054.35	
Gas, Oil and Grease		549.71	
Bond		261.26	
Move In		664.27	
Miscellaneous Small Tools		330.00	
Home Office and General Overhead		300.00	
			8,604.05
Materials:			
Asphalt	233.5 Tons @ $25.00	6,147.65	
RS-2 Asphalt	2.4 Tons @ $27.50	66.00	
Fuel Oil	9,901 Gals. @ $0.09	891.09	
Aggregate	4,640 Tons @ $ 1.50	6,960.00	
			14,064.74
		TOTAL COST	$ 29,208.28

Remarks - Contract No. 5849

This was a "State Project" calling for the construction of 1.8 miles of asphaltic concfete pavement, involving approximately 4,820 tons of asphaltic concrete, and such additional and incidental work as was called for by the specifications and plans.

The northerly end of the project was at mile point 25.62, which pile point is located approximately 2.3 miles south of the city limits of St. Helens. The southerly end of the project was at mile point 23.82 which mile point is located approximately 2.5 miles north of the north city limits of Scappoose. The overall length of the project was 1.80 miles.

Bid proposals were received March 7, 1961 and work started April 5, 1961. Inclement weather slowed progress but due to additional work paving city streets and school areas they continued to work. Project was completed June 5, 1961.

Equipment used on project was: Paving platn, cat loader, two trucks, roller, Barbur-Greene, pilot car, two rented trucks, blade and two pickups.

Good supervision and equipment in good shape resulted in a very good profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
JUL 27 1961
FOR FILING

5949

July 26, 1961

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

State Highway contract #5845 for paving the Warren Section of the Columbia River Highway in Columbia County was completed by the contractor, B & K Paving Co., on June 6, 1961, and was formally accepted by the Highway Commission on June 9, 1961.

Final payment in the amount of $1,059.33 will be released to the contractor, c/o Bank of Cowlitz County, on or after August 2, 1961. The total contract amount is $34,077.88, of which amount $666.38 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

de

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

cc: B & K Paving Co.,
8 N. 20th
Kelso, Washington

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 17, 19 61

Section Warren

Highway Columbia R. County Columbia

Contractor B & K Paving Co.

Date of contract March 10, 19 61

Date work started April 5, 19 61

Project authorization . . . . . $ 40,032
Exclusive of engineering . . . . $ 37,185

Estimated cost of completed project, exclusive of engineering . . . . . $ 38,500

Estimated per cent overrun or ~~underrun~~ overrun . . . . . 4.1 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,846

Engineering cost to date $ 2,700, 95 %

Kind of work Paving

Section prefix 5-1050

Contract number 5849

Specified work days 70

Work days used 26

Per cent of time elapsed 37.1 %

Date project was completed June 6, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	Commercial

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Submitted semi-final estimate to the division office Tuesday.

NOTED
JOHN D. GAINES

RECEIVED
DIVISION
JUN 19 1961
NOTED

NOTED
C. E. PAULSEN

Signed James W Cockell

Address P.O. Box 282, Beaverton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					1.8
Miles partially completed					
Miles completed					1.8
Total estimated quantities (contract)					4,820
Total quantities corrected to date					4,679
Estimated quantities moved or placed to date					4,679
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
APR 13 1961
FOR FILING

COMMISSIONERS
MYRON C. LIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN I. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5-1050
5849

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1961

B & K Paving Co.,
808 North 20th
Kelso
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5849, awarded March 10, 1961, for paving the Warren Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 31 1961
FOR FILING

E-1050
5849

March 29, 1961

Bank of Cowlitz County
Longview, Wn.

Attention: Mr. Dave Everds
Vice President

Gentlemen:

In yesterday's mail we received copies of Assignments, signed by Gus Bergonzine for B & K Paving Company, assigning to your bank all monies due or to become due on our Contract Nos. 5849 and 5855.

It is true that we cannot accept assignments from contract payments until we have the signed consent of the surety. Upon the request of the contractor, however, we can mail contract payments to any address that the contractor wishes.

It is our interpretation that the forms sent to us express the willingness of the contractor to have future estimate payments on these two contracts mailed to the contractor in care of your bank. Therefore, we are requesting our auditor to mail future payments on these two contracts to the B & K Paving Company in care of the Bank of Cowlitz County, Longview, Wn.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc B & K Paving Co.
808 N. 20th Ave.
Kelso, Wn.

Mr. C. H. Maison - Please mail future warrants as outlined above.

FQ:fp

NOTED ON CARD

NOTED
C. W. HEAD

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto BANK OF COWLITZ COUNTY, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due

from Oregon State Highway Department under that certain

Contract Number 5849 Made by Oregon State Highway Department

with B. & K. Paving Company
(Name of Contractor)

808 North 20th. Avenue
(Address of Contractor)
Kelso, Washington

for Columbia River Highway, Paving, Warren Section

which contract is dated March 10, 1961

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of Oregon State Highway Department, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 27th day of March, 1961.

ACCEPTANCE

Accepted this ..... day of ..... , 19 .....

.....

By .....

Its .....

B & K Paving Company

By Lee Bergquist Its Partner

By ..... Its .....

Attest ..... Its .....

(SEE OVER)

INDIVIDUAL ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON)
) ss.
COUNTY OF.....)

On this day before me personally appeared....., to me known to be the individual or individuals described in and who executed the within and foregoing instrument and acknowledged that he (she, or they) signed the same as his (her, or their) free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this.....day of....., 19..... .

(NOTARIAL SEAL)

.....
Notary Public in and for the State of Washington,
residing at .....

PARTNERSHIP ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON)
) ss.
COUNTY OF Cowlitz)

On this day personally appeared before me Gus Bergonzine, to me known to be one of the partners of the partnership described in, and which executed, the foregoing instrument and acknowledged that he signed the same as the free and voluntary act and deed of said partnership for the uses and purposes therein mentioned and on oath stated that he was duly authorized to execute said instrument for the partnership.

Given under my hand and official seal this 27th day of March, 19 61.

(NOTARIAL SEAL)

.....
Notary Public in and for the State of Washington,
residing at Woodland

CORPORATE ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON)
) ss.
COUNTY OF.....)

On this.....day of....., 19....., before me personally appeared

..... and .....

to me known to be the.....and.....

of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

.....
Notary Public in and for the State of Washington,
residing at .....

BANK OF COWLITZ COUNTY • LONGVIEW, WASHINGTON
PHONE HA 3-7800

March 27, 1961

Oregon State Highway Department
Salem, Oregon

Re: B & K Paving Company
Contract No. 5855 - Hood River
Contract No. 5849 - Columbia River

Gentlemen:

We have recently taken assignments from B & K Paving Company on the two contracts captioned above.

It is our understanding that you do not accept assignments, and that by signing the acceptances on such assignments you will only be mailing the proceeds to this bank rather than the assignor. This arrangement is entirely satisfactory with us, and we are enclosing three copies of assignments on each of the above contracts. Kindly sign and retain one for your files and return the others to us in the self-addressed envelope.

Thank you for your co-operation.

Yours very truly,

Dave Everds
Vice President

DE:mk
Enclosures

RECEIVED
MAR 28 1961
OREGON
STATE HIGHWAY COMMISSION

105-105 Vesper-Hist & Columbia Co. Line-
Double Creek Rd. Section of the
#3850 Nehalem Hwy. Paving & S. File 1961

RECEIVED
OCT 10 1961
FOR FILING

5456

October 10, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment in the amount of $625.00 will be made to Acme Const. Co., on contract #5850 for paving-rock production on the Vesper-Mist and Columbia County Line-Pebble Creek Road Sections of the Nehalem Secondary Highway in Columbia-Washington Counties, after acceptance by the Highway Commission.

The total amount paid the contractor in connection with this contract will be $145,509.21, including the post-final payment. Of the total, $762.86 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Acme Const. Co.,
Box 715
Redmond
Washington

RECEIVED
SEP 15 1961
FOR FILING
5421

September 15, 1961

Acme Construction Co.,
Box 715
Redmond
Washington

Gentlemen:

The State Highway Commission at its meeting held on September 15, 1961, had under discussion your request for an extension of time for 13 additional workdays from 65 days to 78 days within which to complete your contract #9850 without the assessment of liquidated damages, for paving-rock production on the Vesper-Mist and Columbia County Line-Pebble Creek Road Sections of the Nehalem Secondary Highway in Columbia-Washington Counties.

The Highway Commission granted you 5 additional workdays from 65 days to 70 days. This action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dm

cc: A. E. Johnson
Gerald L. Nien
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Maison

RECEIVED
AUG 7 1961
FOR FILING

August 4, 1961

Oregon State Highway Commission

Request for Extension of Time
No. 1
September 15, 1961 Meeting

Gentlemen:

The Acme Construction Company, contractor on the Vesper-Mist and Columbia County Line-Pebble Creek Road sections of the Nehalem Highway, Contract No. 5[illegible]50, has requested that his time be extended from 65 to 7[illegible] days without the assessment of liquidated damages. He gives three reasons to support this request.

His first reason is that he was charged during rainy weather in the early part of the project. There were several rainy days during this period, but they did not slow down the only operation, crushing of aggregates.

The second reason is that we increased the shoulder material. This shoulder material was increased approximately 1,[illegible]00 cubic yards. At his rate of production of 5[illegible]0 cubic yards per day, he is entitled to a 3-day extension.

The third reason is that a change in project length required two days of additional shoulder construction. The allegation is correct and he is entitled to a 2-day extension for this reason.

It is therefore recommended that the worktime be extended five days from 65 to 70 days without the assessment of liquidated damages.

This matter will be on the agenda for the September 15 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Mr. Tom Edwards
FBK:fp ms

Form E-1—(Rev.)—10M—2-60

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Vesper - Mist & Columbia County Line & Pebble Creek Road

Highway Nehalem County Columbia & Wash.

Contractor Acme Construction Co.

Date of contract March 10, 1961

Date work started May 5, 1961

Project authorization . . . . . $ 157,508.50

Exclusive of engineering . . . . . $ 145,952.34

Engineering authorization . . . . $ 11,556.16

Engineering cost to date $ 8500, 73.5 %

For Week Ending July 14, 1961

Kind of work Paving & Rock Production

Section prefix 105 - 1051

Contract number 5850

Specified work days 65

Work days used 71

Per cent of time elapsed 109.2 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 141,829.65

Estimated per cent overrun or underrun . . . . . 2.825 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed July 14, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor worked five days this week crushing 3/4"-0 rock for maintenace stock-pile & for shoulder rock on The Columbia County Line to Pebble Creek Section. - He worked two days Hauling 3/4"-0 shoulder rock on The Columbia County Line to Pebble Creek Road Section with 3 to 10 trucks.

The contractor completed the driveways on the project Thursday 7/13 and completed the project Friday 7/14. - He has started his cleanup work, and plans to have the scale moved off the maintenance stock pile site early next week.

Mr. R. D. Asburry, ass't. division engineer was over the project Tuesday 7/11.

I will have the semifinal estimate completed early next week.

NOTED

Signed G L Rien

G. L. Rien, Resident Engineer

Address Clatskanie, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		10.31			10.31
Miles partially completed					
Miles completed		10.31			10.31
Total estimated quantities (contract)		900		20T	19,000
Total quantities corrected to date		1986		0	18,982
Estimated quantities moved or placed to date		1986	2,000	0	18,982
Average daily quantities		293	470	0	60
Average daily quantities necessary to complete project on time					
Number shifts per day		1	1		1
Hours per shift		8	8		8
Average force on project for week		13	6		7
Men		10	5		6
Supervision		3	1		1
Men and trucks under 3 tons		~~3 trucks~~	~~xxx~~		~~xxx~~
Men and trucks over 3 tons		3 to 10	1		2
Men and tractors					

Equipment used during week: Shovels ....., Power graders ...1...., Rollers ....., Mixers ....., Crushing or screening plants ..1.....

Compressors ....., Bulldozers ...2...., Compaction rollers ...3...., Power Broom 1, Water Wagon 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Overcast		
Friday	Overcast		
Saturday			

RECEIVED
APR 4 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
GLENN L. JACKSON, MEMBER
Medford
FLOYD QUERY, SECRETARY
Salem

115-10.51
5850

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

Acme Construction Co.,
Box 715
Redmond
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5850, awarded March 10, 1961, for paving-rock production on the Vesper - Mist and Columbia County Line-Pebble Creek Road Sections of the Nehalem Secondary Highway in Columbia-Washington Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

3-8311 Port Orford-Euchre Creek Rock Prod.
Proj. on the Oregon Coast Hwy. 1961
#5851 Curry Co.

RECEIVED
OCT 3 1961
FOR FILING

NOTED
W. C. WILLIAMS

W. C. Williams

September 26, 1961

Port Orford-Euchre Creek
Contract No. 5851

FINAL COST ANALYSIS
Rock Production
Contractor: Barney Helser Rock Production
Resident Engineer: G. A. Barnhard

Prefix No. 8-8311

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Cr. Mat'l in S.P.	2,539.8	Cu. Yd.	3.25	2.80	7,103.82	8,254.35
1/2"-1/4" Cr. Mat'l in S.P.	2,533.6	Cu. Yd.	3.25	2.80	7,086.48	8,234.20
1/4"-#10 Cr. Mat'l in S.P.	1,516.0	Cu. Yd.	3.25	2.80	4,240.25	4,927.00
1/4"-0 Cr. Mat'l in S.P.	3,817.0	Cu. Yd.	3.25	2.80	10,674.15	12,405.25
Haul Adj. Favor of Contr.	2,121	Yd. Mi	0.12	0.12	254.52	254.52
					29,359.22	34,075.32

Gross Revenue	$ 34,075.32
Total Cost	29,359.22
Net Profit	4,716.10

Net Profit equals 13.8% of Gross Revenue

DETAIL OF COST - Contract No. 5851

Labor:		
Supervision	$ 1,000.00	
Labor	14,425.54	
Labor Insurance	1,388.30	
Health and Welfare	487.02	$ 17,300.86
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental	5,576.20	
Gas, Oil and Grease	1,898.53	
Bond	248.42	
P.U.C.	150.00	
P.L. and P.D. Insurance	192.82	
Explosives and Drill Steel	1,250.00	
Move In, Freight and Cartage	1,205.00	
Small Tools and Miscellaneous Supplies	344.75	
Home Office and General Overhead	1,192.64	12,058.36
TOTAL COST		$ 29,359.22

Remarks - Contract No. 5851

This was a "State Project" calling for the crushing of 10,000 cubic yards of crushed material in stockpiles to be used by the State in maintenance operations on the Oregon Coast Highway in Curry County.

The contract was bid March 7, 1961, awarded March 10, 1961. Work started April 3rd and the project completed May 31, 1961.

The contractor moved in his portable crushing plant to the State controlled quarry located easterly and adjacent to the Oregon Coast Highway at M.P. 310.9, and known locally as the Spoerle quarry, on March 29, 1961. He started erecting the plant immediately and commenced crushing rock on a trial basis April 14th. Steady production was maintained from April 17th on, with the exception of a few rainy days. The material had to be crushed when the weather was dry, as in wet weather the screens became plugged and could not produce an acceptable product.

The contractor crushed a total of 10,406 cubic yards of rock in 176 hours for an average of 59 cubic yards per hour which was good production. Equipment used was one 3/4-cubic yard shovel, one 4-crusher crushing plant, one D-8 cat and dozer, one front end loader and three trucks.

The contractor had good bid prices, equipment and personal supervision, realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
AUG 2 1961

FOR FILING

5851

August 1, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5851 for the Port Orford-Euchre Creek Rock Production Project on the Oregon Coast Highway in Curry County was completed by the contractor, Barney Helser Rock Productions, on May 30, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $953.24 will be released to the contractor on or after August 8, 1961. The total contract amount is $34,075.32, and no force account work was performed on the project.

The state is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Edward C. Larkins Agency
609 Mead Bldg.,
Portland 4, Oregon

cc: Barney Helser Rock Productions
15535 NW Cornell Road
Beaverton, Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 9, 19 61

Section Port Orford-Euchre Creek

Highway Oregon Coast County Curry

Contractor Barney Helser Rock Productions

Date of ~~contract~~ award March 10, 19 61

Date work started April 3, 19 61

Project authorization . . . . . $ 36,562.50
Exclusive of engineering . . . . $ 33,962.50

Kind of work Rock Production

Section prefix 8-8311 State

Contract number 5851

Specified work days 75

Work days used 31

Per cent of time elapsed 41.3 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 34,146.47

Estimated per cent overrun ~~decrease~~ . . . . . 0.5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,600.00

Engineering cost to date $ 700, 27 %

Date project was completed May 30, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate mailed to Division Office on Wednesday

Final report

Noted
M. N Juve

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 12 1961
NOTED-- CE RCE ACE COE

Signed J. A. Bancroft Res. Engr.

Address Box 515 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 17 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

8-E 311
5851

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 14, 1961

Barney Helser Rock Productions
15535 NW Cornell Road
Beaverton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5851, awarded March 10, 1961, for the Port Orford-Euchre Creek Rock Production Project on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

9-8309 Sisters Rock Production Proj. on 3 Hwys. 1961
#5852 Deschutes Co.

RECEIVED
JAN 12
FOR FILING

Sisters Rock Production
Contract No. 5852

January 20, 1962

FINAL COST ANALYSIS
Rock Production
Contractor: Saxton-Stevenson
Resident Engineer: R.H. Clark

Santiam, McKenzie & Bend Highways
Deschutes County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Mat'l in Pile	3,479.57	Cu.Yd.	2.10	1.85	6,450.88	7,307.10
1/2"-1/4" Mat'l in Pile	3,896.21	Cu.Yd.	2.10	1.85	7,223.30	8,182.04
1/4"-#10 Mat'l in Pile	929.17	Cu.Yd.	2.10	1.85	1,722.62	1,951.26
1/4"-0 Mat'l in Pile	2,452.53	Cu.Yd.	2.60	1.85	4,546.82	6,376.58
Liquidated Damages	28	Day	30.00			-840.00
					$19,943.62	$22,976.98

Gross Revenue	$ 22,976.98
Total Cost	19,943.62
Net Profit	$ 3,033.36

Net Profit equals 13.20% of Gross Revenue

RECEIVED
JAN 19 1962
OFFICE OF
HIGHWAY ENGINEER

DETAIL OF COST - Contract 5852

Labor:		
Labor (All)	$ 7,446.76	
Labor Insurance	394.97	
Welfare and Pension	126.00	
		$ 7,967.73
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	11,719.65	
Gas and Oil	1,578.29	
Bond	132.00	
Home Office and General Overhead	6,886.06	
P.L. and P.D. Insurance	356.00	
Move In and Set Up	1,875.00	
		22,547.00
Less Crushing Costs for 5,702 Cu.Yd. Produced for County		-10,571.11
TOTAL COST		$ 19,943.62

CRUSHING SUMMARY - Contract No. 5852

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	10,757.48	Cu.Yd.	1,875.00	0.174
Feed Crusher	10,757.48	Cu.Yd.	6,589.13	0.612
Crushing	10,757.48	Cu.Yd.	7,761.79	0.722
Hauling	10,757.48	Cu.Yd.	1,781.35	0.166
Piling	10,757.48	Cu.Yd.	1,936.35	0.180
	10,757.48	Cu.Yd.	19,943.62	1.854

Remarks - Contract No. 5852

This "State Project" was for the furnishing and stockpiling of crushed materials for maintenance use on the Santiam, McKenzie and McKenzie-Bend Highways in Deschutes County. The source of material and stockpile site were located 0.5 mile southerly of the truck scale site on the McKenzie-Bend Highway at the easterly edge of the city of Sisters.

Bids were opened March 7, 1961 and the contract awarded March 10, 1961. The contractor began moving equipment onto the site October 6, 1961 and was in production October 11, 1961. He completed the crushing on November 11, 1961 and the semi-final was submitted November 17, 1961.

During this operation, 5,702 cubic yards of crushed gravel were produced for Deschutes County, the costs of which are deducted on the "Detail of Cost" sheet.

The cost of feeding the crusher appears to be heavy but the stripping of overburden from the gravel deposit and handling of scalping material was carried on in conjunction with the feeding operation during production.

Production was good, averaging about 700 yards per day, and resulted in a good profit of 13.20% on the gross revenue after penalty of completion time overrun.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
JAN 12 1962
FOR FILING

January 12, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5852 for the Sisters Rock Production Project on the Santiam, McKenzie, McKenzie-Bend Highways in Deschutes County was completed by the contractor, Saxton-Stevenson, Inc., on November 6, 1961, and was formally accepted by the Highway Commission on December 8, 1961.

Final payment in the amount of $689.30 will be released to the contractor on or after January 19, 1962. The total contract amount is $22,976.98, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Saxton-Stevenson, Inc.,
P. O. Box 206
Salem
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 10, 19 61

Section Sisters Rock Production — Kind of work Rock Prod.

Highway Santiam, McKenzie & McKenzie-Bend — County Deschutes — Section prefix 9-8309

Contractor Saxton-Stevenson, Inc. — Contract number 5852

Date of contract 3-10-61, 19 — Specified work days 120

Date work started 10-5-61, 19 — Work days used 152

Project authorization . . . . . $ 24,975.00 — Per cent of time elapsed 126.67 %

Exclusive of engineering . . . . $ 23,199.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 22,900.00

Estimated per cent overrun underrun . . . . . 1.29 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,776.00

Engineering cost to date $ 1,776.00, 100 % — Date project was completed 11-10-61, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None		None		None		10,000

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor started production of rock on Oct. 11, 1961 and completed production on Nov. 10, 1961.

Semi-final estimate submitted to Division Office on Friday, Nov. 17.

FINAL REPORT

NOTED

Signed R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			40.02		
Miles partially completed					
Miles completed			40.02		
Total estimated quantities (contract)			10,000	-	
Total quantities corrected to date			10,800		
Estimated quantities moved or placed to date			10,800		
Average daily quantities			327 (33)		
Average daily quantities necessary to complete project on time			Complete		
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear-Cold		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAR 29 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

9-8309
1752

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 29, 1961

Saxton-Stevenson, Inc.,
P. O. Box 206
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5852, awarded March 10, 1961, for the Sisters Rock Production Project on the Santiam; McKenzie; McKenzie-Bend Highways in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

10-1075 Jack Creek-Drain Section of the Umpqua Hwy. 1961
#5853 Paving, Douglas Co.

RECEIVED
JU C 20 1961

December 20, 1961

FINAL COST ANALYSIS

Jack Creek-Drain Section
Contract No. 5853

Paving
Contractor: J. C. Compton Company
Resident Engineer: R. W. Mursell

Umpqua Highway
Prefix No. 10-1075

Item 5853

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Blade Grader	84.5	Hour	10.00	13.13	1,110.15	845.00
Front End Loader	67	Hour	10.00	13.86	929.14	670.00
Dump Trucks	110	Hour	6.00	9.79	1,076.84	660.00
3/4"-0 Mat'l in Level Course	2,268	Cu.Yd.	3.50	3.80	8,618.57	7,938.00
Sprinkling	45	M-Gal.	3.00	2.79	125.67	135.00
Preparation of Base	100%	Lump	500.00		608.57	500.00
Asphaltic Concrete Mixture	11,401.435	Ton	4.95	4.67	53,154.61	56,437.10
Asphalt in Mixture	599.378	Ton	33.00	31.30	18,760.53	19,779.47
RS-1 Asphalt	1.50	Ton	50.00	62.08	93.08	75.00
Extra for Approaches	70	Each	20.00	17.86	1,250.26	1,400.00
PA#1 RS-3 Asphalt in Binder	25.26	Ton	50.00	38.69	977.36	1,263.00
PA# 3/4"-0 Mat'l in Binder	200	Cu.Yd.	4.50	4.26	852.00	900.00
EW#1 Flagging					2,307.28	1,111.71
EW#2 6" Perf. Pipe					1,072.25	1,184.93
					90,936.31	92,899.21
Extra Work:						
City of Drain, Asph.Concrete	24.295	Ton	6.90		156.34	167.64
Douglas Co., Asph.Concrete	400.235	Ton	6.90		2,575.61	2,761.62
Private, Asphaltic Concrete	386.235	Ton	9.792		2,485.51	3,782.00
					96,153.77	99,610.47

Gross Revenue	$ 99,610.47
Total Cost	96,153.77
Net Profit	$ 3,456.70

Net Profit equals 3.47% of Gross Revenue

DETAIL OF COSTS - Contract No. 5853

Labor:						
Labor					$ 24,037.48	
Labor Insurance					1,842.36	
Health, Welfare and Pension					1,178.75	
Travel and Transportation					428.25	
						$ 27,486.84
Materials:						
3/4"-0 Aggregates	2,468	Cu.Yd.	@	$2.25	5,553.00	
Aggreg. in A.C. Mixture	12,212.20	Tons	@	$1.75	21,371.35	
85-100 Asphalt	643.97	Tons	@	$24.00	15,455.28	
RC-3 Asphalt	25.26	Tons	@	$26.75	675.71	
RS-1 Asphalt	1.50	Tons	@	$50.00	75.00	
Freight on Asphalt	669.23	Tons	@	$7.30	4,885.38	
						48,662.65
Equipment Rental and Miscellaneous Supplies:						
Equipment Rental, Owned					10,871.91	
Equipment Rental, Hired					1,651.42	
Gas, Oil, Grease and Fuel Oil					4,876.98	
Move In, Freight and Cartage					504.94	
P.U.C.					664.21	
Bond					701.21	
Small Tools and Miscellaneous Supplies					201.65	
Home Office and General Overhead					531.96	
						20,004.28
TOTAL COST						$ 96,153.77

Remarks - Contract No. 5853

This was a "State Project" calling for intermittent widening of highway roadbed on equipment rental basis, construction of stone leveling course and 4.85 miles of asphaltic concrete pavement on the Jack Creek-Drain Section of the Umpqua High- in Douglas County. The contract was bid March 7th, awarded March 10th. Work started May 8th and was completed August 22, 1961.

The Whipple Logging Company, having the subcontract for furnishing the aggregates for this project, started producing from their quarry located approximately three miles west and south of Drain on the Billy Creek Road, also known as the Whipple Quarry, during the week of May 12th and stockpiling the paving aggregate at the plant site located adjacent to the crusher.

The prime contractor moved in two 5-yd. trucks, one #12 cat blade and one rented front end loader and started shaping shoulders and selected cuts May 31st. As this was completed, the hauling and placing of the leveling course was done. The contractor thenstarted the placing of asphaltic concrete on June 23rd, working only one week then shutting down due to a strike. He returned July 12th after the union allowed him to complete the project using union employees, but on July 17th the A.G.C. requested the contractor to shut down operations, which he did. He returned August 14th and completed the paving August 17th, leaving some drainage and clean-up to be done. The project was completed August 22, 1961.

The contractor shows a loss on rental equipment due to a low bid, but shows a fair profit on the project.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
1961
STATE

RECEIVED
OCT 20 1961
FOR FILING

5853

October 19, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5853 for paving the Jack Creek-Drain Section of the Umpqua Highway in Douglas County was completed by the contractor, J. C. Compton Co., on August 22, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $2,718.08 will be released to the contractor on or after October 26, 1961. The total contract amount is $92,899.21, of which amount $2,246.64 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 9-29, 1961

Section Jack Cr.-Drain

Highway Umpqua County Douglas

Contractor J. C. Compton

Date of contract March 10, 1961

Date work started May 9, 1961

Project authorization $ 106,306.88

Exclusive of engineering $ 98,747.28

Engineering authorization $ 7,559.60

Engineering cost to date $ 7,900, 104.5 %

Kind of work Paving

Section prefix 10-1075

Contract number 5853

Specified work days 95

Work days used 41

Per cent of time elapsed 43 %

Estimated cost of completed project, exclusive of engineering $ 97,148.61

Estimated per cent overrun or underrun 1.6 %

Per cent of contract completed, based on estimated cost 100 %

Date project was completed Aug. 22, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
—	—	—	—	—	100%	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Submitted semi-final estimate and records to Division Office on Monday.

This will be the last weekly report.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1961
NOTED-- CE AUE AM SUE

Signed R. W. Mursell

Address P. O. Box 1128, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 5 1961

FOR FILING
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
10-5-1075
5853

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 2, 1961

Mr. Lee Bown, Deputy Supt.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., June 3, 1961, permission was granted for the establishment of a 35 MPH construction speed zone on the Jack Creek-Drain Section of the Umpqua Highway, No. 44, between M.P. 45.35 and M.P. 50.20 in Douglas County.

Very truly yours,

G. S. Paxson
Ass't. State Highway Engineer
Original Signed by
By F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
JUN 1961
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. [illegible]
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

10-1075
5853

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5853, awarded March 10, 1961, for paving the Jack Creek-Drain Section of the Umpqua Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

12-1035 John Day-Prairie City Section of the
John Day Hwy. Paving. 1961
#5854 Grant Co.

C.A 2499 7-21-61

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DEC 5 1962
FOR FILING

5440

December 4, 1962

Great American Insurance Co.
Bond Dept.
320 California St.
San Francisco 4, Calif.

Gentlemen:

A post-final payment in the amount of $450.00 will made to the E. H. Rochner Co. on contract No. 5854 for paving on the John Day-Prairie City Section on the John Day Highway in Grant County as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $110,464.31, including the post-final payment. Of the total, $1,483.21 is for force account work.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

al
cc:
E. H Rochner Co.
P. O. Box 31
Molalla, Oregon

Wells-Reed Insurance Co.
412 Failing Bldg.
Portland 4, Oregon

C. H. Maison

NOTED ON CARD

RECEIVED
DEC 13 1962
FOR FILING

November 20, 1962

E. H. Itschner Company
P. O. Box 31
Molalla, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 20, 1962, discussed with the Engineer your request for an extension of time on Contract No. 5854. You requested 40 additional workdays within which to complete the paving on the John Day-Prairie City section of the John Day Highway in Grant County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted you 5 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: A. F. Parson
L. C. Johnson
F. D. Morgan
L. H. Young
C. H. Maison

RECEIVED
FOR FILING
1850

November 14, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 2
November 20 meeting

The E. H. Itschner Company, contractor on the John Day-Prairie City paving project on the John Day Highway in Grant County, has requested 40 additional days in which to complete the work without the assessment of liquidated damages. This work is a State project and is Contract 5854.

The contractor gives as his reason that he was delayed by a strike on another project which disrupted his entire season's work schedule. Complications on other projects are not considered valid reasons for time extension and we must recommend that the request be denied.

We do find, however, that rock production for this project was completed on October 2, 1961, and workdays were charged until October 9, at which time an official shutdown order for the season was issued. I believe that the charging of time from October 2 to October 9 is in error, as that was a time of the year when AC paving operations should not be conducted in the Prairie City area. We, therefore, recommend an increase of five days only.

This matter will be on the agenda for the November 20 Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw bbc

RECEIVED
DEC 1962
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

#2

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5854 Contractor E. H. Itschner Co.

Highway John Day Highway

Section John Day-Prairie City

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 5 days due to erroneous workday charges made late in the fall of 1961, after completion of crushing.

Nov. 20, 1962 approved an increase of 5 days
Floyd Young

Recommended for Approval:

H S Coulter
Division Engineer

W B Klabre
Construction Engineer or Bridge Engineer

R. H. Baldock
ASSISTANT State Highway Engineer

Contract No.	5854
Project designation	State (State-Federal)
Date awarded	March 10, 1961
Work started	August 31, 1961
Per cent completed	100% (Date)
No. of Workdays Allowed	100
No. of Workdays Used	141
No. of Added Workdays Requested	40

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 12, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 140 days, within which to complete our Contract No. 5854, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Strike in 1961 caused scheduling of all projects to be changed, thus delaying this project.

Respectfully submitted,

E. H. Itschner Co.
Contractor

By E. R. Itschner, Pres.

CONSENT OF SURETY

Date September 26, 1962

We, GREAT AMERICAN INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FRED C. REED Attorney-in-fact
WELLS-REED-WOOD-WEST Co.
BY:
Resident Ag

(SEAL)

FORM E-30 50M 8-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1962

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

SUBJECT: Extension of Time
John Day-Prairie City Section
John Day Highway
Contract No. 5854

Attached is a Contractors Request for Increase in Number of Workdays to Complete Construction Contract submitted by E. H. Itschner Co., requesting an additional 40-days. The basis on which this request is made is that the strike of 1961 upset the work schedule to the extent that all the jobs under contract at the time were thrown off schedule.

Our records show that the paving subcontractor shut down due to the strike on July 1, but that the crushing plant of the prime contractor continued to operate until July 14, or 9 workdays later. Since both of these contractors were working on other projects at the time, and no rock had been crushed for this project, we do not recommend that these 9-days be considered for an extension of time. No workdays were charged during the strike while the prime contractor was shut down.

However, there is another valid reason for an increase. The crushing on this project was completed on October 2, 1961. Workdays were charged until October 9, at which time rain forced an official shutdown for the season. It is our contention that the 5-days charged after October 2 should not have been charged because of the late season. October is just too late to start a paving job in that part of the country. We, therefore, recommend an increase of 5-days due to erroneous workday charges, increasing the allowable workday count from 100 to 105. The project was completed with the charge of 141-days.

This is a State project, and was constructed without Federal funds.

A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer
By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachment

cc: L. H. Young

RECEIVED
NOV 8 1962
FOR FILING

November 8, 1962

H & S Machine Works
P. O. Box 243
Canyon City, Oregon

Attention: Mr. Ned Smith

Gentlemen:

Thank you for your letter of October 29 informing us that you received a check in the amount of $63.71, the balance due you from Russell Olson Construction Co., Inc. Our records indicate this to be in connection with the following State Highway contracts:

Contract No. 5854 with E. H. Itschner Co., prime contractor, for paving the John Day-Prairie City Section of the John Day Highway in Grant County.

Contract No. 6088 with Russell Olson Construction Co., Inc., prime contractor, for stone base and oiling Highline and Humbolt Drives in Canyon City, Grant County.

This information will be noted in our records and we will advise the contractors and the sureties of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Noted on cards - F.P.

November 8, 1962

Wells-Reed Insurance Co.
412 Failing Building
Portland 4, Oregon

and Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

We have received a letter dated October 29 from M & S Machine Works, Canyon City, advising that they have received a check in the amount of $63.71 from Russell Olson Construction Co., Inc., for balance due. This appears to be in connection with the following State Highway contracts:

Contract No. 6038 with Russell Olson Construction Co., Inc., prime contractor, for stone base and oiling Highline and Humbolt Drives in Canyon City, Grant County.

Contract No. 3804 with E. M. Itschner Co., prime contractor, for paving the John Day-Prairie City Section of the John Day Highway in Grant County.

We provide this information as your companies appear as sureties on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Great American Insurance Co.
Bond Department
320 California Street
San Francisco 24, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

Lloyd's, Inc.
42 East Alder
Walla Walla, Wn.

Noted on Cards - F.P.

Commissioners

CWH:fp

RECEIVED
OCT 24 1962
FOR FILING

October 23, 1962

H & S Machine Works
P. O. Box 243
Canyon City, Oregon

Gentlemen:

Mr. A. F. Parson, Division Engineer at LaGrande, has forwarded your letter of October 15 to this office for reply.

You state that the Russell Olson Construction Company of Pendleton owes you money (amount not mentioned) in connection with their work on the Prairie City-John Day Section and the Canyon Creek Projects.

The information that you requested is as follows:

Contract No. 5854.
E. H. Itschner Co., Molalla, prime contractor.
Russell Olson Construction Co., Inc. subcontractor.
For paving the John Day-Prairie City Section of John Day Highway, Grant County.
Surety: Great American Insurance Company.
Agent: Wells-Reed Insurance Co., 412 Failing Building, Portland 4, Oregon.
Completed: June 9, 1962.
Accepted by the Highway Commission: June 29, 1962.

Contract No. 6088.
Russell Olson Construction Co., Inc., P. O. Box 272, Pendleton, contractor.
For stone base and oiling Highline and Humbolt Drives in Canyon City, Grant County.
Surety: Fireman's Fund Insurance Company
Agent: Lloyd's, Inc., 4½ E. Alder, Walla Walla, Washington.
Completed: August 23, 1962.
Not yet accepted by the Highway Commission.

The sureties on the above described projects furnished the performance bonds which are given to assure completion of the contracts and payment of all bills incurred in them.

NOTED ON CARD

If you wish to protect your claim under the bonds, the claim should be filed with the Secretary of State within six months after these contracts have been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

This information will be noted in our records and we will advise the sureties and the contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: A. F. Parson
Division Engineer

CWH:jmc

RECEIVED
AUG 1 1962
FOR FILING

5854

August 1, 1962

Great American Insurance Co.,
Wells-Reed-Wood-West Insurance Co ,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5854, awarded to E. H. Rechner Co , for paving the John Day-Prairie City Section of the John Day Highway in Grant County.

This contract was completed on June 9, 1962, and was accepted by the Highway Commission on June 29, 1962. Final payment in the amount of $3,255 93 will be released to the contractor on or after August 8, 1962 The total contract amount is $110,014.31, of which amount $1,483.21 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4 California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4 Oregon

cc: E. H. Rechner Co ,
P. O. Box 31
Molalla, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 29, 19 62

Section John Day-Prairie City
Highway John Day County Grant
Contractor E. H. Itschner Co.
Date of contract March 10, 19 61
Date work started August 31, 19 61
Project authorization $139,719.38
Exclusive of engineering $129,783.78

Kind of work Paving
Section prefix 12-1035
Contract number 5854
Specified work days 100
Work days used 141
Per cent of time elapsed 141 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 111,899.52
Estimated per cent overrun or underrun . . . . . 8.3 %
Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization . . . . $ 9,935.60
Engineering cost to date $8,000.00, 81 %

Date project was completed June 9, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate complete, and submitted to Division Office on Tuesday, June 26, 1962.

NOTED

NOTED
R. L. PORTER

RECEIVED
JUL 2 1962

Signed E. H. Itschner

Address 252 South Date Avenue, Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					12.65
Miles partially completed					
Miles completed				–	12.65
Total estimated quantities (contract)					1,090 ton 19,800 ton
Total quantities corrected to date					996 ton 19,141 ton
Estimated quantities moved or placed to date					996 ton 19,141 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week		18			
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		Complete
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUL 21 1961
FOR FILING
10-1035
5854

MISC. CONTRACTS
AGREEMENT No. 2499

Salem, Oregon
July 21, 1961

Mr C. H. Maison
Auditor
Office

Attached is a conformed copy of an agreement between the State Highway Commission, E. H. Itschner Company and the Great American Insurance Company providing for assignment of contracts #5854 and #5867 from E. H. Itschner Company, a partnership, to E. H. Itschner Company, an Oregon Corporation

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to E. H. Itschner Company and one to the Great American Insurance Company.

Secretary

rn
Attach: 1

RECEIVED
JUL 21 1961
FOR FILING

5854

July 21, 1961

E. H. Itschner Company
Rt. 3, Box 48
Molalla, Oregon

Gentlemen:

We are enclosing for the records and files of the E H. Itschner Company a fully executed copy of an agreement between the State Highway Commission, the E. H Itschner Company and the Great American Insurance Co. providing for assignment of contracts #5854 and #5867 from E.H. Itschner Company, a partnership, to E.H. Itschner Company, an Oregon Corporation.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
JUL 11 1961
FOR FILING

13-7935
5854

3f
6-7-61

June 14, 1961

Great American Insurance Company
Belle-Reed Insurance Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Our records show that your company furnished the performance bond with our Contract No. 5854, awarded to E. M. Itschner Company for paving the John Day-Prairie City section of the John Day Highway in Grant County; and with our Contract No. 5867, awarded to E. M. Itschner Company for paving on the south unit, Antelope-The Dalles California Junction section of the Sherman Highway in Wasco County. These contracts were issued to the Itschner Company as partnership.

They have requested that these two contracts be assigned from the partnership to E. M. Itschner Company, Incorporated. This request was approved by the State Highway Commission at its meeting on June 9, contingent upon approval by your company as surety.

Attached is a copy of the Assignment. Will you please indicate your approval on the attached copy of this letter and return it to us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RQ:EW
Attach.

cc: Great American Insurance Co., 320 California St., SanFrancisco 4, Calif.
Great American Insurance Co., Portland Service Bldg., 407 Failing Bldg.
L. I. Linden
Stanley Cook

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS, That in consideration of the sum of ONE DOLLAR and other good and valuable consideration in hand paid by E. H. ITSCHNER CO., an Oregon corporation, to the undersigned, receipt of which is hereby acknowledged, the undersigned do hereby sell, assign and transfer all their right, title and interest in and to those certain contracts as follows:

That certain contract made and entered into by and between the undersigned and the State of Oregon, by and through its State Highway Commission, being Contract # 5854, awarded March 10, 1961, for paving the John Day-Prairie City Section of the John Day Highway in Grant County, and in and to

That certain Contract made and entered into by and between the undersigned and the State of Oregon, by and through its State Highway Commission, being Contract # 5867, awarded March 10, 1961, for paving the South Unit of the Shaniko-The Dalles-California Hwy. Jct. Section of Sherman Highway in Wasco County;

both the said contracts pertaining to highway construction and the improvement in the State of Oregon.

That nothing herein is to be construed of relieving the undersigned from partnership and personal liability by reason of the terms and conditions imposed upon said contracts by the undersigned, and the acceptance of this assignment by E. H. Itschner Co., shall subject the said company to all the requirements of said contracts and or either of them, which obligations said corporation hereby agrees to assume and comply with in all particulars.

IN WITNESS WHEREOF, the undersigned have hereunto set their hands and seals this 23rd day of May, 1961.

E. H. ITSCHNER CO., a co-partnership,

By: D. F. Itschner

Page 1

STATE OF OREGON)
) ss
County of Clackamas)

On this 23rd day of May, 1961, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named D. R. Itschner and Norman Itschner who are known to me to be the identical individuals described in and who executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon
My commission expires: [illegible]

ACCEPTANCE OF ASSIGNMENT

The undersigned, E. H. ITSCHNER CO., a corporation, acting pursuant to its Board of Directors, has hereby caused this Assignment to be accepted through the signatures of its President and its Vice-President, and do hereby undertake and assume all the responsibility of said contracts, and do agree to comply faithfully therewith and to conform same and recognize that this acceptance of assignment shall in no way relieve D. R. Itschner and Norman Itschner, also known as N. Itschner, doing business as E. H. Itschner, Co., an assumed name, from their partnership and personal liability and responsibility to faithfully comply with the terms of said contract and to well and truly perform same.

IN WITNESS WHEREOF, E. H. ITSCHNER CO., a corporation, has caused its lawful corporate seal to be hereunto affixed and its name to be hereto subscribed by the hands of its President and Vice-President this 23rd day of May, 1961.

E. H. ITSCHNER CO., a corporation

By: D. R. Itschner
President

Norman Itschner
Vice-President

STATE OF OREGON)
)
County of Clackamas)

On this 23rd day of May, 1961, before me appeared D. R. Itschner and Norman Itschner, both to me personally known, who being duly sworn, did say the he, the said D. R. Itschner, is the President of E. H. Itschner Co., the within named Corporation, and that he, Norman Itschner, is the Vice-President of the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and D. R. Itschner and Norman Itschner ackowledge said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Ethelyn M. Ruby
Notary Public for Oregon
My commission expires: 9-23-63

RECEIVED
APR 27 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
K[illegible] N. [illegible]
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

12-1035
5854

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 27, 1961

E. H. Itschner Co.,
Route 3, Box 48
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5854, awarded March 10, 1961, for paving the John Day-Prairie City Section of the John Day Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

114-145 Hood River-Mind.Easter Corner Pvmt.
of the Hood River Hwy. 1961
#5555 Paving. Hood River Co.

RECEIVED
JAN 17 1962
FOR FILE

January 5, 1962

Hood River-Windmaster Corner
Contract No. 5855

FINAL COST ANALYSIS

Paving
Contractor: B. & K. Paving Company
Resident Engineer: Glenn A. Starkey

Prefix No. 114-1045-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "B" Asphaltic Concrete	2,824.41	Ton	8.70	8.67	24,494.81	24,572.37
RS-2 Asphalt	3.288	Ton	60.00	60.23	198.04	197.28
Flagging					575.60	575.60
					$25,268.45	$25,345.25

Gross Revenue	$ 25,345.25
Total Cost	25,268.45
Net Profit	$ 76.80

Net Profit equals 0.3% of Gross Revenue

RECEIVED
JAN 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

DETAIL OF COST - Contract No. 5855

Labor:					
Labor				$ 6,169.89	
Labor Insurance, Health, Welfare & Pension				913.10	$ 7,082.99
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				2,615.68	
Equipment Rental, Hired				1,120.00	
Gas, Oil and Grease				524.36	
Bond				240.00	
Freight and Postage				100.00	
Home Office and General Overhead				1,000.00	
Move In				1,200.00	
P.U.C.				46.53	
Small Tools				100.00	6,946.57
Materials:					
Aggregates for A.C.	2,674.495	Ton @	$2.40	6,418.79	
Asphalt	158.01	Ton @	$24.00	3,792.24	
Freight on Asphalt	158.01	Ton @	$3.73	588.80	
Fuel Oil	3,300	Gal. @	$0.097	321.42	
RS-2 Asphalt	3.28	Ton @	$35.87	117.64	11,238.89
			TOTAL COST		$ 25,268.45

Remarks - Contract No. 5855

This was a "State Project" calling for the construction of 2.28 miles of asphaltic concrete pavement, involving approximately 2,900 tons of asphaltic concrete and such additional and incidental work as was called for by the specifications and plans.

The northerly end of the project was at Mile Point 0.85, which mile point is located at Indian Creek approximately 0.1 mile north of the city limits of Hood River. The southerly end of the project was at Mile Point 3.13, which mile point is located at the intersection of Hendricks and Rockford Roads with the Hood River Highway at Windmaster Corner. The overall length of the project was 2.28 miles.

Bid proposals were received March 7, 1961 and work was started August 7, 1961. Crushed materials were obtained from commercial source at $2.40 per ton. Average hourly production of paving plant was 44.13 tons per hour. Traffic was very heavy causing numerous delays. The small tonnage and the long move were contributing factors to the slight profit.

Equipment used on project: G.M.C. Truck, Ford truck, cat loader, asphalt plant, Barber-Greene finisher, tandem roller, 3 pickups and miscellaneous rental equipment.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
NOV 3 1961
FOR FILING

November 2, 1961

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

State Highway contract #5855 for paving the Hood River-Windmaster Corner Section of the Hood River Secondary Highway in Hood River County was completed by the contractor, B & K Paving Co., on August 16, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $743.09 will be released to the contractor, c/o the Bank of Cowlitz County, on or after November 9, 1961. The total contract amount is $25,345.25, of which amount $575.60 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

cc: B & K Paving Co.,
808 North 20th
Kelso
Washington

Form E-1—(Rev.)--

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Hood River-Windmaster Corner

Highway Hood River County Hood River

Contractor B. & K. Paving Co.

Date of contract March 10, 19 61

Date work started April 17, 19 61

Project authorization . . . . . $ 34,053.75

Exclusive of engineering . . . . $ 31,632.15

For Week Ending August 18, 19 61

Kind of work Paving

Section prefix 114-1045

Contract number 5855

Specified work days 80

Work days used 58

Per cent of time elapsed 72.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 31,632.15

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,421.60

Engineering cost to date $ 1,600, 66 %

Date project was completed August 16, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished paving main line Tuesday. Widened inside of two curves Wednesday morning and cleaned up watse asphalt to complete project.

This will be the final weekly report.

NOTED

NOTED
FORREST COOPER

RECEIVED
AUG 21 1961

NOTED--

Signed Glenn L. Stanley

Address P.O. Box 596 Hood River, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.28
Miles partially completed					
Miles completed					2.28
Total estimated quantities (contract)					2,900
Total quantities corrected to date					2,824.405
Estimated quantities moved or placed to date					2,824.405
Average daily quantities					308
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					10
Average force on project for week					21

Men 12

Supervision 2

Men and trucks under 3 tons 1

Men and trucks over 3 tons 6

Men and tractors

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....3....., Mixers ....., ~~Crushing or screening~~ Paving plants ....1.....

Compressors ....., Bulldozers ....., Compaction rollers .....Paver . . ....1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	clear	0	
Tuesday	partly cloudy	0	
Wednesday	partly cloudy	0	
Thursday			
Friday			
Saturday			

RECEIVED
APR 13 1961
FOR FILING

COMMISSIONERS
MYRTLE OLIVER COLLIER
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

114-1045
5855

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1961

B & K Paving Co.,
808 North 20th
Kelso
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5855, awarded March 10, 1961, for paving the Hood River-Windmaster Section of the Hood River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 31 1961
FOR FILING

114-1045
5400

March 29, 1961

Bank of Cowlitz County
Longview, Wn.

Attention: Mr. Dave Everds
Vice President

Gentlemen:

In yesterday's mail we received copies of Assignments, signed by Gus Bergenzine for B & K Paving Company, assigning to your bank all monies due or to become due on our Contract Nos. 5849 and 5855.

It is true that we cannot accept assignments from contract payments until we have the signed consent of the surety. Upon the request of the contractor, however, we can mail contract payments to any address that the contractor wishes.

It is our interpretation that the forms sent to us express the willingness of the contractor to have future estimate payments on these two contracts mailed to the contractor in care of your bank. Therefore, we are requesting our auditor to mail future payments on these two contracts to the B & K Paving Company in care of the Bank of Cowlitz County, Longview, Wn.

Very truly yours,

Secretary
WASHINGTON STATE HIGHWAY COMMISSION

Enc.

CC B & K Paving Co.
608 N. 20th Ave.
Kelso, Wn.

Mr. C. H. Maison - Please mail future warrants as outlined above.

FQ:fp

NOTED ON CARD

NOTED
C. W. HEAD

ASSIGNMENT

For a valuable consideration, receipt of which is hereby acknowledged, the undersigned (hereinafter called the "assignor") hereby sells, assigns, transfers and sets over unto BANK OF COWLITZ COUNTY, (hereinafter called the "bank"), all of the assignor's right, title, and interest in and to all moneys due or to become due from Oregon State Highway Department under that certain

Contract Number 5855 Made by Oregon State Highway Department

with B & K Paving Company
(Name of Contractor)

808 North 20th. Avenue, Kelso, Washington
(Address of Contractor)

for Hood River Highway, Paving Hood River-Windmaster Corner

which contract is dated March 10, 1961

and the assignor does hereby also sell, assign, transfer, and set over unto said bank all of the assignor's right, title, and interest in and to all moneys due or to become due under any and all amendments of, or supplements to, said contract.

The assignor hereby agrees that all payments due, or to become due, under said contract, or under any amendments of or supplements to said contract, and all checks representing said payments, shall be made payable to the order of and delivered to the bank. The assignor does hereby designate and appoint said bank the attorney in fact of the assignor granting unto said bank power irrevocable, for the assignor and in the name, place and stead of the assignor, to receive, endorse and collect each and all of said checks, and to ask, demand and receive of Oregon State Highway Department, the said moneys due or to become due under said contract, or under any amendments of or supplements to said contract, and on payment thereof to give sufficient releases, receipts and discharges thereof and on non-payment thereof, in the discretion of said bank, to file any claim or to take any other action or proceeding, either in its own name or in the name of the assignor or otherwise, which to said bank may seem necessary or desirable in order to collect or enforce the payment of any and all moneys which may become due or owing on account of said contract or any amendments thereof or supplements thereto. It is expressly understood and agreed, however, that the bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature of or sufficiency of any payment received by it, or to present or file any claim or to take any other action to collect or enforce the payment of any amount which may have been assigned to it or to which it may be entitled hereunder at any time or times.

The assignor does hereby represent and warrant unto said bank: That no payments have been made on account of said contract, that no prior assignment thereof has been made, and that no additional assignments thereof will be made.

IN WITNESS WHEREOF the assignor has caused this assignment to be duly executed this 27th day of March, 19 61.

ACCEPTANCE

Accepted this ..... day of ..... , 19 .....

By .....

By .....

Its .....

B & K Paving Company

By Jim Bergmire Its Partner

By ..... Its .....

Attest ..... Its .....

(SEE OVER)

INDIVIDUAL ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF..... } ss.

On this day before me personally appeared....., to me known to be the individual or individuals described in and who executed the within and foregoing instrument and acknowledged that he (she, or they) signed the same as his (her, or their) free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this.....day of....., 19..... .

(NOTARIAL SEAL)

.....
Notary Public in and for the State of Washington,
residing at .....

PARTNERSHIP ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF Cowlitz } ss.

On this day personally appeared before me Gus Bergonzine, to me known to be one of the partners of the partnership described in, and which executed, the foregoing instrument and acknowledged that he signed the same as the free and voluntary act and deed of said partnership for the uses and purposes therein mentioned and on oath stated that he was duly authorized to execute said instrument for the partnership.

Given under my hand and official seal this 27th day of March, 1961

(NOTARIAL SEAL)

.....
Notary Public in and for the State of Washington,
residing at Woodland

CORPORATE ACKNOWLEDGMENT OF ASSIGNMENT

STATE OF WASHINGTON }
COUNTY OF..... } ss.

On this.....day of....., 19....., before me personally appeared

..... and .....

to me known to be the.....and.....

of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

.....
Notary Public in and for the State of Washington,
residing at .....

15-8317 Clayton Creek-Bear Gulch Rock Prod. proj. on the Pacific Hwy. S. of Ashland. Jackson Co. 1961

#5856

RECEIVED
JUL 27 1961
FOR FILING

5491

July 26, 1961

Hartford Accident & Indemnity Co.,
Pacific Department
720 California Street
San Francisco, California

Gentlemen:

State Highway contract #5856 for the Clayton Creek-Bear Gulch Rock Production Project on Pacific Highway was completed by the contractor, Hughes & Dodd Co., on June 16, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $1,137.01 will be released to the contractor on or after August 2, 1961. The total contract amount is $37,309.81, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Hartford Accident & Indemnity Co.,
Fred Gatter, Insurance
P. O. Box 491
Medford, Oregon

cc: Hughes & Dodd Co.,
P. O. Box 246
Medford, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 1, 1961

Section Clayton Creek - Bear Gulch

Highway Pacific County Jackson

Contractor Hughes and Dodd

Date of contract March 10, 1961

Date work started March 10, 1961

Project authorization $ 35,521.88 + (Add. auth. 5,230.37) = 40,752.25

Exclusive of engineering $ 37,854.25

Kind of work Rock Production

Section prefix 15-8317

Contract number 5856

Specified work days 75

Work days used 50

Per cent of time elapsed 66.7 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 37,333.60

Estimated per cent [redacted]nderrun . . . . . 1.38 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,526.00 + 372.00 = 2,898.00

Engineering cost to date $ 2,624.12, ____ %

Date project was completed June 16, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted Tuesday of this week.
Project completed.
Authorization for overrun received on Thursday.
Final Report.

CONSTRUCTION DIVISION
RECEIVED
JUL 31 1961
NOTED- EYB CE MA ACE COE CB

NOTED

Signed [signature]

Address 2692 North Pacific Highway - Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			9.45		
Miles partially completed			9.45		
Miles completed			9.45		
Total estimated quantities (contract)			13,500		
Total quantities corrected to date			16,434.85		
Estimated quantities moved or placed to date			16,434.85		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	0	
Monday	"	0	
Tuesday	"	0	
Wednesday	"	0	
Thursday	"	0	
Friday	"	0	
Saturday			

RECEIVED
JUN 30 1961
FOR FILING

15-9 | 17

5856

Salem, Oregon
June 29, 1961

Mr. Jack McCormick
Resident Highway Engineer

Increase in Project Authorization
Clayton Creek-Bear Gulch, Rk. Prod.
Jackson County, Contract No. 5856

This is to advise you that at its meeting on June 27, 1961, the State Highway Commission approved an increase of $5,230.37 in project authorization on the subject project.

The new total authorization is $40,752.25. This amount should be used in all future reports for this project.

R. L. Porter
Office Engineer

DBP:lt
cc: F. D. Morgan

RECEIVED
JUN 19 1961
FOR FILING
5856

June 16, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization for Contract No. 5056, the Clayton Creek-Bear Gulch Rock Production Project on the Pacific Highway in Jackson County, is anticipated. The original project authorization was $35,321.00. The present anticipated cost is $40,752.25, which indicates an overrun of $5,230.37 or 14.72 per cent.

The Maintenance Division has requested that 600 cubic yards of 1/2" - 1,4" and 1,200 cubic yards of 1/4 -0 crushed material be stockpiled for use in plant patching by State forces. This additional material will allow Maintenance to use this site for an additional two years without restocking.

This request for an additional project authorization will be presented to you at the July 20 meeting and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Tom Edwards
CHB:fp ms

FORM E-30 SOM 3-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1961

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

SUBJECT: Overrun of Project Authorization
Clayton Cr.-Bear Gulch Section
Pacific Highway
Jackson County

Attached is a Report on Expected Overrun of Project Authorization on Contract No. 5856, the Clayton Creek-Bear Gulch Rock Production project. The Maintenance Division has requested an additional 600 cubic yards of ½"-¼" and 1,200 cubic yards of ¼"-0 material in stockpile. The prices used are bid prices.

The project authorization was $35,521.88 and the present estimated cost is $40,752.25. The expected overrun is $5,230.37 or 14.72 per cent of the original authorization.

A rough draft of a letter to the Commission is attached. This is a State project and no Bureau of Public Road participation is involved. Your approval of this expected overrun is requested.

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

Enc.

NOTED
FORREST COOPER

RECEIVED
JUN 15 1961
Office Of
STATE HIGHWAY ENGINEER

y

Form No. E-372—10M—7-58

OREGON STATE HIGHWAY DEPARTM

Report on Expected Over-run of Project Authorization

Project Name Clayton Creek - Bear Gulch Date 8 June 61, 19

Highway Pacific Contract No. 5856

County Jackson Kind of Work Rock Production Contractor Hughs and Dodd

Contract Amount $ 31,575.00

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
(3) ½" - ¼" crushed Material in stock pile	600 CY.	$2.25	+ $ 1,350.00
(4) ¼" - 0 crushed material in stock pile	1,200 CY.	$2.75	+ $ 3,300.00
Minor items, unitemized algebraic total	Quantities (2.8%) anticipated over-run of contract		$870.00
Subtotal			$+5,520.00
Approved work orders (Price, extra work and state force orders)			$ 0

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
none	0
Minor items, unitemized algebraic total	0
Subtotal	$ 0
Authorization for engineering	$ 2,526.00
Expected over-run or under-run of engineering authorization	$ + 372.00
Costs not included above (explain) P.A. #1 which has been submitted for approval	$ 550.00
Allowance for future contingencies (4.5 % of work remaining)	$ 209.25
Credits to come from transfers and deductions	$ 0
Present estimate of project cost	$40,752.25

Brief Statement of principal causes of over-run:

To produce additional quantities of crushed materials over and above the contract amount.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$35,521.08
Present estimate of project cost	$40,752.25
Expected over-run (Amount)	$ 5,230.37
Expected over-run (per cent)	14.72

Space to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Noted by: [signature] Construction or Bridge Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
APR 14 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

15-8317
5856

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 14, 1961

Hughes & Dodd Co.,
P. O. Box 246
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5856, awarded March 10, 1961, for the Clayton Creek-Bear Gulch Rock Production Project on Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

15-1[illegible] Emigrant Reservoir Cont. of the
Green Springs Hwy. S. E. of Ashland
5857 Paving & S. Piles. Jackson Co. 1961

RECEIVED
OCT 30 1961
FOR FILING
5857

October 30, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5857 for paving the Emigrant Reservoir Section of the Green Springs Highway in Jackson County was completed by the contractor, Acme Const. Co., on September 18, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $3,610.84 will be released to the contractor on or after November 6, 1961. The total contract amount is $121,208.62, of which amount $847.21 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no respon sibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Acme Const. Co.,
Box 715
Redmond
Washington

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 22, 19 61

Section Emigrant Reservoir

Kind of work Paving and Rock Production

Highway Green Springs County Jackson

Section prefix 16-1082

Contractor Acme Construction Co.

Contract number 5857

Date of contract March 3, 1961, 19

Specified work days 100

Date work started May 31, 1961, 19

Work days used 81

Project authorization additional/authorization $130,348.32

Per cent of time elapsed 81 %

Exclusive of engineering $122,624.00

Estimated cost of completed project, exclusive of engineering $121,328.48

Estimated per cent overrun or underrun 1.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $7,724.32

Engineering cost to date $7,300, 94.5 %

Date project was completed September 18, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	~~STRUCTURES~~ Prep. Shldrs.	BASE	OIL AND/OR PAVE.	MAT'L PROD.
			100		100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed shaping stockpiles. All work completed on project.

One man in office working on semi-final estimate.

L.R. Chandler, Ass't. Div. Eng'r., in offfice Wednesday and Thursday.

J.F. Putnam, Ass't. Division Engineer, in office Thursday.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SEP 25 1961

NOTED

C. E. PAULSEN

Signed

Address 2692 North Pacific Hwy., Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.54	12.94		4.54
Miles partially completed		4.54	12.94		4.54
Miles completed		4.54	12.94		4.54
Total estimated quantities (contract)		100	5,000		9,200
Total quantities corrected to date		340	5154		11,913
Estimated quantities moved or placed to date		340	5154		11,913
Average daily quantities		0	0		0
Average daily quantities necessary to complete project on time		0	0		0
Number shifts per day		0	1		0
Hours per shift		0	8		0
Average force on project for week		0	0		0

Men	1
Supervision	0
Men and trucks under 3 tons	0
Men and trucks over 3 tons	0
Men and tractors	0

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....1....., Compaction rollers ....., [redacted] .....1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers	0	
Monday	Cloudy	0	
Tuesday	Fair	0	
Wednesday	Fair	0	
Thursday	Fair	0	
Friday	Fair	0	
Saturday			

2892 North Pacific Hwy., Medford, Oregon

RECEIVED
SEP 15 1961
FOR FILING

15-1[illegible]
5757

Salem, Oregon
September 14, 1961

Increase in Project Authorization
Emigrant Reservoir Section,
Jackson County, Contract No. 5857

Mr. Jack McCormick
Resident Hwy. Engineer
P.O. Box 1122
Medford, Oregon

This is to advise you that at its meeting on July 28, 1961, the State Highway Commission authorized an increase of $21,725.07 on the subject project.

The new authorization for construction is $112,848.32. This amount should be used in all future reports for the project.

R. L. Porter
Office Engineer

cc: F. D. Morgan
DBP:cr

RECEIVED
JUL 18 1961
FOR FILING

July 18, 1961

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization for Contract No. 5037, the Emigrant Reservoir Section, paving, on the Green Springs Highway in Jackson County, is anticipated. The original project authorization was $108,603.25. The present estimate of cost is $130,328.32, indicating an overrun of $21,725.07, or 20.0 per cent.

The present highway is showing signs of extreme distress under heavy traffic in a section 124 stations long, and it is proposed to lay the pavement to a thickness of 3½ inches in this section in lieu of the specified two-inch thickness. The additional pavement required will be furnished by the contractor at his unit bid price for the project.

This request for an additional project authorization will be presented to you at the July 28 meeting, and I recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

CHB:jw me

cc Tom Edwards
C. H. Maison

FORM E-30 SOM 8-61 24307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1961

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Overrun of Project Authorization
Emigrant Reservoir Section
Contract No. 5857
Green Springs Highway
Jackson County

Attached is a copy of a Report on Expected Overrun of Project Authorization for Contract No. 5857, the Emigrant Reservoir Section of the Green Springs Highway in Jackson County. The original Project Authorization was $108,623.25. The present estimated cost is $130,348.32, indicating an overrun of $21,725.07, or 20.0 per cent.

The cause of the overrun is the need for additional asphaltic concrete pavement over an area of 126 stations. This section is showing signs of extreme distress under heavy traffic and it is proposed to lay the pavement 3½ inches thick in this area instead of 2 inches thick as specified in the contract. The additional 3,160 tons of A.C. will be furnished by the contractor at his unit bid prices.

This matter has been discussed with and approved by you. A rough draft of a letter to the Commission is attached. This is a State project with no Federal-Aid funds involved.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

CHB:jw

Attach.

RECEIVED
JUL 7 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FOR MR. COOPER

FORM S-30 REV 9-61 5M57

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 5, 1961

To: Tom Edwards
Construction Engineer
Salem, Oregon

SUBJECT: Report of Expected Overrun
Emigrant Reservoir
Green Springs Highway
Contract 5857

As a result of our telephone conversation of this date, I submit herewith a revised report on expected overrun of project authorization on the above mentioned project. We have eliminated the allowance of $4344.93 which was included in a prior report of overruns and believe that we can complete the project on the basis of this report.

This report indicates that $21,725.07 additional funds will be needed to cover an expected overrun on this project. This amounts to an expected overrun of 20%.

I recommend approval of this report.

F. D. Morgan
Division Engineer

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AUG 1 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

REVISED REPORT
July 5, 1961

Report on Expected Over-run of Project Authorization

Project Name Lalgrant Reservoir Date July 5, 19 61
Highway Green Springs Contract No. 5857
County Jackson Kind of Work Paving Contractor Acme Construction Co.,
Contract Amount $ 92,754.00

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
1. Class "B" Asphaltic Concrete	3,160 Tons	$8.25	$26,070.00

Minor items, unitemized algebraic total 0

Subtotal ..... $ 26,070.00

Approved work orders (Price, extra work and state force orders) No #1 ..... $ 800.00

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	

Minor items, unitemized algebraic total 0

Subtotal ..... $ 0

Authorization for engineering ..... $ 7,724.32

Expected over-run or under-run of engineering authorization ..... $ 0

Costs not included above (explain) ..... $ 0

Allowance for future contingencies (_____% of work remaining) ..... $ 0

Credits to come from transfers and deductions ..... $ 0

Present estimate of project cost ..... $ 130,348.32

Brief Statement of principal causes of over-run:

Overrun due to application of reinforcing patching. Areas being patched showing stress from heavy traffic. This item not included in contract.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 108,623.25
Present estimate of project cost	$ 130,348.32
Expected over-run (Amount)	$ 21,725.07
Expected over-run (per cent)	20.00

Space to right of this line is for use of Salem office.

Submitted by: Jack C. McCormick
Resident Engineer

Noted by: _____
Construction or Bridge Engineer

Confirmed by: _____
Division Engineer

Noted by: _____
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 22 1961
FOR FILING
5857

June 22, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8:00 a.m., June 22, 1961, approval was granted for the establishment of a 30-mile-per-hour construction speed zone on the Emigrant Reservoir Section of the Green Springs Highway, No. 21, between M.P. 4.30 and M.P. 8.84, in Jackson County.

Your concurrence is requested in the establishment of the above-described speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall

VPJ:pk ms

RECEIVED
JUN 22 1961

FOR FILING
COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
5857

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 21, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., June 22, 1961, approval was granted for the establishment of a 30 MPH construction speed zone on the Emigrant Reservoir Section of the Green Springs Highway, No. 21, between M.P. 4.30 and M.P. 8.84.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

VPJ:bk
bcc: G. S. Paxson

NOTED

RECEIVED
JUN 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1961

To: MEMO TO THE FILES

SUBJECT: Emigrant Reservoir Section
Green Springs Highway
Contract No. 5857

Discussed with Mr. Morgan, Division Engineer, this date extra depth of A.C. pavement needed on some of the sections where the roadway is presently showing distress from logging traffic.

He was instructed to do such reinforcing with A.C. as to insure that the finished project would show no distress.

It was thought that we would be able to overrun the project and still stay within the 10 per cent overrun.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
F. D. Morgan

NOTE: RECEIVED
JUN 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 1961
COMMISSIONERS

FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

15-1082
5857-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

Acme Construction Co.,
Box 715
Redmond
Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5857, awarded March 10, 1961, for paving the Emigrant Reservoir Section of the Green Springs Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

16-1934 Culver Jct.-Crooked River Section of The Dalles-Calif. Hwy. N. of Terr-
#5358 ebonne, Paving. Jefferson Co. 196[illegible]

RECEIVED
APR 23 1962
FOR FILING

April 20, 1962

Culver Junction-Crooked River
~~Contract No. 5858~~
4114

FINAL COST ANALYSIS
Paving
Contractor: Arthur Simonsen
Resident Engineer: R.H. Clark

The Dalles-California Highway
Jefferson County

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphaltic Concrete Mix	11,197.91	Ton	4.60	4.57	51,225.19	51,510.39
Asphalt in Mix	583.53	Ton	35.00	33.22	19,383.16	20,423.55
RS-2 Asphalt	1.84	Ton	60.00	62.81	115.58	110.40
PA Pave Approaches	8	Each	50.00	50.00	400.00	400.00
Penalty	16	Day	90.00			-1,440.00
EW1 Flagging	All				1,447.73	1,447.73
	Total Contract				72,571.66	72,452.07
Rock for Babler	2,105	Cu.Yd.	2.53	2.53	5,329.50	5,329.50
Penalty Refund by Sub						1,440.00
Haul Rock for Sub (to Plant Site)						1,119.79
Bond Refund by Sub						228.19
Total work performed on this setup					$77,901.16	$80,569.55

Gross Revenue	$ 80,569.55
Total Cost	77,901.16
Net Profit	$ 2,668.39

Net Profit equals 3.31% of Gross Revenue

RECEIVED
APR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5858

Labor:		
Labor (All)	$ 8,017.68	
Labor Insurance	668.44	
Welfare and Pension	404.08	
Travel Pay	246.10	$ 9,336.30
Materials:		
85-100 Asphalt, Inc. Freight	18,799.63	
RS-2 Asphalt, Incl. Freight	115.58	18,915.21
Equipment Rental and Miscellaneous Expenses:		
Equipment Rental, Owned	9,544.36	
Gas and Oil	3,220.08	
Bond	445.00	
Home Office and General Overhead	1,276.50	
P.L. and P.D. Insurance	989.80	
Move In	1,732.18	
P.U.C. Fees	368.89	
Small Tools and Miscellaneous Supplies	347.01	17,923.82
Subcontractor:		
Olson Construction Company	31,725.83	31,725.83
	TOTAL COST	$ 77,901.16

CRUSHING BREAKDOWN - Contract No. 5858

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	11,197.91	Ton	2,925.16	0.2612
Feed Crusher	11,197.91	Ton	4,298.31	0.3838
Crushing	11,197.91	Ton	9,852.08	0.8798
Haul and Pile	11,197.91	Ton	4,855.07	0.4336
Total	11,197.91	Ton	21,930.62	1.9584

April 20, 1962

FINAL COST ANALYSIS

Culver Junction-Crooked River
The Dalles-California Hwy.

Paving
Subcontractor: Olson Construction Co.
Resident Engineer: R.H. Clark

Jefferson County
Contract No. 5858

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphaltic Concrete	11,197.91	Ton	2.60	3.38	37,879.20	29,114.57
85-100 Asphalt, Handle Only	583.53	Ton	1.00	0.90	522.58	583.53
Pave Approaches	8	Only	50.00	45.98	367.83	400.00
PA Flagging	all				2,517.79	1,447.73
					$41,287.40	$31,725.83

Gross Revenue	$ 31,725.83
Total Cost	41,287.40
Net Loss	$ 9,561.57

Net Loss equals 30.14% of Gross Revenue

DETAIL OF COST - Contract No. 5858

Olson Construction Company

Labor:		
Labor (All)	$ 10,489.52	
Labor Insurance	988.65	
Welfare and Pension	682.41	
		$ 12,160.58
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	2,934.82	
Equipment Rental, Hired with Operator	15,251.41	
Gas and Oil	3,946.32	
Bond	228.19	
Home Office and General Overhead	1,505.98	
Lumber	448.11	
Move In	1,090.64	
P.U.C. Fees	20.50	
Small Tools and Miscellaneous Expenses	1,141.06	
Penalty	1,440.00	
		28,007.03
Hired Contractor:		
Arthur Simonsen and Company	1,119.79	1,119.79
TOTAL COST		$ 41,287.40

Remarks - Contract No. 5858

This was a "State Project" for the construction of 6.87 miles of asphaltic concrete overlay pavement. The project began at the south junction of the Culver and The Dalles-California Highways and extended southerly to the north end of the Crooked River Bridge, 2.9 miles northerly of the town of Terrebone in Jefferson County.

The bid was submitted March 7, 1961 and awarded March 10, 1961. The contractor moved the crushing plant in and began operation April 24, 1961, crushing and hauling rock to Redmond on Canal Boulevard for Babler Bros., Inc. May 1, 1961 he switched over and began crushing on this contract and completed the necessary quantities May 27, 1961.

Subcontractor Olson Construction Company moved in a hired paving plant and began paving September 13, 1961, finishing the project October 4, 1961 which was formally accepted October 20, 1961.

The contractor experienced difficulty with producing size rock and had considerable overrun on 3/4"-1/4" and was short on #10-0 which he had to purchase at $2.00 per yard and haul in. This had some effect on the cost but it is felt that he also bid a little too close.

The subcontractor was held up on other projects because of strike conditions and had to rent a mixing plant in order to get onto this project. He also ran the job into penalty time which, together with his low price for mixing and laying, contributed to the heavy loss for his portion of the work.

M. N. Juve
Chief Cost Analyst

By

Arthur Bollinger

RECEIVED
NOV 13 1961
FOR FILING

November 10, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5858 for paving the Culver Jct. - Crooked River Section of The Dalles-California Highway in Jefferson County was completed by the contractor, Arthur Simonsen & Co., on October 2, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $2,130.13 will be released to the contractor on or after November 17, 1961. The total contract amount is $72,452.07, of which amount $1,447.73 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Arthur Simonsen & Co.,
3005 North 3rd Street
Baker
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 7, 1961

Section Culver Jct.-Crooked River — Kind of work Paving

Highway The Dalles-Calif. County Jefferson — Section prefix 16-1034

Contractor Arthur Simonsen & Co. — Contract number 5858

Date of contract March 10, 1961 — Specified work days 75

Date work started April 17, 1961 — Work days used 91

Project authorization . . . . . $ 90,090.00 — Per cent of time elapsed 121.33 %

Exclusive of engineering . . . . $ 83,683.60

Estimated cost of completed project, exclusive of engineering . . . . . $ 77,466.38

Estimated per cent ~~overrun~~ underrun . . . . . 9.21 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 6,406.40

Engineering cost to date $ 5,800.00, 90.53 % — Date project was completed October 2, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	None	None	None	None	100	11,200 T.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Resume:

Contractor started crushing on May 1, 1961
" compl. " during week of May 22-26, 1961

Sub-contractor started paving on Sept. 12, 1961
" " compl. " Oct. 2, 1961

Semi-final estimated submitted to Div. Office Oct. 6, 1961.

F I N A L
R E P O R T

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 9 1961
NOTED

Signed R. H. Clark

Address Box 1249, Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					6.87
Miles partially completed					
Miles completed					6.87
Total estimated quantities (contract)					620 T. 11,200 T.
Total quantities corrected to date					584 11,198
Estimated quantities moved or placed to date					Same
Average daily quantities					34 659 (17)
Average daily quantities necessary to complete project on time					Compl.
Number shifts per day					1 (1 day)
Hours per shift					10
Average force on project for week					16

Men	15
Supervision	1
Men and trucks under 3 tons	2
Men and trucks over 3 tons	3
Men and tractors	

Equipment used during week: Shovels ....., Power graders ....., Rollers ...3....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., 1 Paving Plant; 1 Loader; 1 Paving Plant; 1 Paving Machine

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair-Mild		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 2 1961

FOR FILING

16-1034

5859

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1961

SUBJECT: Culver Jct.-Crooked River
The Dalles-California Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

With reference to your letter of March 8 suggesting provision of a creeper lane on the Keeney Hill Section, I have discussed this with Mr. Swift. I attach hereto a copy of his letter.

He believe the job has too much magnitude to do with State forces and the contingency funds on the contract do not cover the cost.

We are, therefore, dropping the matter unless we hear further from you.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

NOTED
FORREST COOPER

RECEIVED
APR 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 20, 1961

SUBJECT: Culver Jct.-Crooked River
The Dalles-California Hwy.

To:

Mr. L. H. Young
Assistant Construction Engineer
State Highway Department
Salem, Oregon

Your suggestion regarding the desirability of a creeper lane at Keeney Hill on the Culver Junction-Crooked River Section is not practical to do with state forces, as the length and cross section of this section are too large to tie into with state forces.

Dean Swift

DEAN SWIFT
Division Engineer

DS:me

CONSTRUCTION DIVISION
RECEIVED
NOTED-- CE ACE ACL COE

RECEIVED
MAR 9 1961
FOR FILING
16-1034
5857

11

Salem, Oregon
March 8, 1961

Creeper Lane
Juniper Butte (Keeney Hill)
Highway 97

Mr. Tom Edwards
Construction Engineer
O F F I C E

I suggest that thought be given to widening the shoulders, if feasible, to provide for a creeper lane on the Juniper Butte (Keeney Hill) Unit of the Culver Junction-Crooked River Section of Highway 97 in Jefferson County.

If it is feasible, by using maintenance forces or in some other manner, to provide a creeper lane, it would be advantageous. If it is deemed to be impractical due to cost or other considerations, I do not wish to complicate the contract.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
MAR 9 1961
FOR FILING

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1961

SUBJECT: Culver Jct.-Crooked River Section
The Dalles-California Highway

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Herewith a copy of a letter from Mr. Cooper regarding the desirability of providing a creeper lane at Keeney Hill on the subject named section. It is suggested that by use of the maintenance forces we might do some good in this direction.

Will you please advise whether this is practical. There is no money set up for this and any money used would have to come out of the contingency fund for the subject contract.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

RECEIVED
STATE OFFICE

RECEIVED
APR 4 1961
FOR FILING

COMMISSION:
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. [illegible], MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

16-1034
5858

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

Arthur Simonsen & Co.,
3005 North 3rd Street
Baker
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5858, awarded March 10, 1961, for paving the Culver Jct. -Crooked River Section of The Dalles-California Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

318-1705 Chiloquin (Yahooskin St. & 2nd Ave.)
Paving Project 1961
#5859 Klamath Co.

RECEIVED
JUL 27 1961
FOR FILING

5859

July 26, 1961

The Western Casualty & Surety Co.,
Victor S. Risley Co.,
223 Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5859 for paving Yahooskin Street and 2nd Avenue in Chiloquin, Klamath County, was completed by the contractor, Asphalt Paving Co., on May 12, 1 61, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $500.00 will be released to the contractor on or after August 2, 1961. The total contract amount is $14,435.59, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: The Western Casualty & Surety Co.,
916 Walnut Street Bldg.,
Kansas City 6
Missouri

cc: Asphalt Paving Co.,
P. O. Box 547
Klamath Falls
Oregon

318-1705

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 3, 1961

Section Chiloquin (Yahooskin St. & 2nd Ave.)

Kind of work Paving

Highway City Street **County** Klamath

Section prefix 318-1705

Contractor Asphalt Paving Co.

Contract number 5359

Date of contract March 10, 1961

Specified work days 55

Date work started April 20, 1961

Work days used 33

Project authorization $16,613.44
Exclusive of engineering $15,432.54

Per cent of time elapsed 60.00 %

Estimated cost of completed project, exclusive of engineering $14,435.59

Estimated per cent overrun or underrun Underrun 4.56 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1181.40

Engineering cost to date $1420.12, 120.21 %

Date project was completed May 12, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	---	100	100	---

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate sent to Division Office on Friday of this week.
Project Complete.

FINAL REPORT

COMPLETION DATE: May 12, 1961

CONSTRUCTION DIVISION
RECEIVED
JUN 5 1961
NOTED- CE ACE ACE COE

RECEIVED

Noted
M. N Juve

Signed W. Reid Merritt

Address P. O. Box 1090 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.17	0.17			0.17
Miles partially completed	0.17	0.17			0.17
Miles completed	0.17	0.17			0.17
Total estimated quantities (contract)	Blade Grader 16 Hrs.	1435 Cu. Yds.			490 Ton
Total quantities corrected to date	20 Hrs.	1567.5 Cu. Yds.			447.86 Ton
Estimated quantities moved or placed to date	20 Hrs.	1567.5 Cu. Yds.			447.86 Ton
Average daily quantities	0 Hrs.	0 Cu. Yds.			0 Ton
Average daily quantities necessary to complete project on time	0 Hrs.	0 Cu. Yds.			0 Ton
Number shifts per day	0	0			0
Hours per shift	0	0			0
Average force on project for week	0	0			0
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., **Power graders** ....., Rollers ....., **Mixers** ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Pt. Cloudy		
Monday	Rain		
Tuesday	Rain		
Wednesday	Pt. Cloudy		
Thursday	Fair		
Friday	Rain		
Saturday			

RECEIVED
APR 5 1961
COMMISSIONERS
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. PRIDDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

318-1705
5859

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 5, 1961

Asphalt Paving Co.,
P. O. Box 547
Klamath Falls
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5859, awarded March 10, 1961, for paving Yahooskin Street and 2nd Avenue in Chiloquin, Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 1 1961
FOR FILING
18-1705
5859

Salem, Oregon
February 28, 1961

$250,000 Fund Agreement
City of Chiloquin

Mr. C. G. Swenson
County & City Relations Engineer
O f f i c e

MISC. CONTRACTS and
AGREEMENTS No. 2343

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Chiloquin covering the Special City Allotment project on Yahooskin Street and Second Avenue in the City of Chiloquin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Chiloquin.

Secretary

rn
Attach: 1

RECEIVED
FEB 28 1961
FOR FILING
18-1705
F-5859

February 28, 1961

Mr. Lloyd Peters, City Recorder
City Hall
Chiloquin, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Chiloquin a fully executed copy of an agreement between the State Highway Commission and the City of Chiloquin covering the Special City Allotment project on Yahooskin Street and Second Avenue in the City of Chiloquin.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: $250,000 Fund Agreement
City of Chiloquin

Attached are three copies of an agreement covering the Special City Allotment project on Yahooskin Street and Second Avenue. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

APPROVAL
Assistant State Highway Engineer

11-3-60 Minute Page 32894
Floyd Quenzy

ESTIMATE

CHILOQUIN CITY STREETS

FIRST AVENUE TO CITY HALL SECTION

KLAMATH COUNTY

Paving

January 1961

	ITEMS	QUANTITY	UNIT PRICE	AMOUNT
1.	Drainage Excavation, Unclassified	15 cu.yds.	$10.00	$ 150.00
2.	Blade Grader	15 hours	16.00	240.00
3.	12" Corrugated Metal Pipe	45 lin.ft.	4.00	180.00
4.	Adjusting Concrete Catch Basins	4 each	75.00	300.00
5.	Adjust Sanitary Sewer Manholes	4 each	75.00	300.00
6.	1 1/2"-0 Crushed Material in Base	325 cu.yds.	4.00	1,300.00
7.	3/4"-0 Crushed Material in Base and Shoulders	1,110 cu.yds.	4.00	4,440.00
8.	Sprinkling	55 M-Gal.	4.00	220.00
9.	RS-2 Asphalt in Tack Coat	1 Ton	75.00	75.00
10.	Class "B" Asphaltic Concrete	490 Tons	~~16.00~~ 12.00	7,840.00
				$15,045.00
	Flagging, State Share:			224.50
	Engineering, & Contingencies, 12 1/2%:			1,980.50
				$17,250.00

Project 19,570

Chiloquin (Yahooskin St & 2nd Ave.) Section

250,000 1961

Item No	Item	Quantity	Unit Price	Amount
1	Drainage Excavation, Unclassified	16 Cu Yds	5-	80.00
2	Blade Grader	16 Hours	16-	256.00
3	12-inch Corrugated Metal Pipe	150 Lin Ft.	4-	600.00
4	Adjustment of Manholes	4 Only	75-	300.00
5	Adjustment of Inlets	2 Only	75-	150.00
6	Coarse Crushed Material in Base	1110 Cu Yds.	4-	4440.00
7	3/4" ø Material in Base	325 Cu Yds.	4 25	1381.25
8	Sprinkling	55 M-Gals	4-	220.00
9	Class "B" Asphaltic Concrete	490 Tons	11-	5390.00

12817.25

10000

12,917.25

161466

14,531.91

Extra Items:

Flagging $1/100

250,000 (61) Siloam

With [illegible] investigation the use of Cedar Logs. This route is used by Log Trucks coming from the Ft. Smith Road to reach the Log mills located off Blocklog St. in N. Siloam just S. of the C.O. They are [illegible] and [illegible] to the 6 ton limit they [illegible] to the specifications of the dot

N.S.

The County is reconstructing First Ave from Rockcut St. Northerly to the City limits & beyond

4 Span '61 Chalogun OK by Dugg

Estimating Estimate

Upstream line from First Ave to Second Ave.
Second Crossing for Yokonbi Street to
meet present Flat City Road
a Distance of approximately 0.17
X

Upstream Street to be City limit at Second
Avenue to have road bed improved with
Select Gravel 3" min. on 0.14.

Excavation Road	20 cyds	$ 8.00	$ 160.00
Excavation	1000 Cuyd	1.50	1500.00
Loose Rock & Mixed	1100 Cyds.	5.00	5500.00
3/4" Crushed	300 Cuyds	5.25	1575.00
Sprinkling	1/0 M. gal	5.00	200.00
12" Culvert pipe	100 Lin ft	4.00	400.00
Grade B Oil	500 Ton	14.00	7000.00
			$ 16,335.00
	15045		
	2245.50		2041.88
	1850.50		
	17,250.00		600.00
	600		
	19,000		$ 18,976.88
	$ 17,850		

J

PROPOSED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED

Location Yaboashia St. & Second Ave. Highway City of Chiloquin County Klamath Prefix

Eng. Engr. Length of Project Miles. Beg. to Beg. Date

Post termination - 24"-30" TYPICAL SECTIONS Traffic Classif. - Heavy (Logging Traffic)

New Work
(Yaboashia St. from First Ave. to Second Ave. & Second Ave. to Chocktoot St.

1½" of top course A.C.
2" of bottom course A.C.
(2" of ¾"-0 base course.

12" of crushed base.

Typical Soil
39 LL
0 PI
45 % P200
2 % Gravel
50 % Sand
33 % Silt
5 % Clay
23 % Volcanic

Sandy Loam. Pumice

Existing Roadway
(Second Ave. from Chocktoot St. to proposed S. end of project.

1½" min. A.C.

In Place
2-5" oil mat
7"-12" base
Fair condition
16" Credit

Note:
H. C. Ayers & Traffic Div. reported heavy logging traffic using this section. No traffic count is available.

Soil survey and recommended surfacing thickness completed at the request of H. C. Ayers, County - City.

	Required Base & Surf. Depth Credited	Required Base & Surf. Depth Required	Designed Base & Surf. Depth Credited	Designed Base & Surf. Depth Used	
New Work					
				3½	A.C.
				2	Level
				12	Cr. Base
	17½			17½	
Over Existing Roadway					
				1½	min A.C.
	–		16		
	17½			17½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Nat. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by W. F. Perkins, Staff Assistant

Recommended by [illegible], Construction Engineer

Recommended by C. F. Hayman, Engineer of Materials

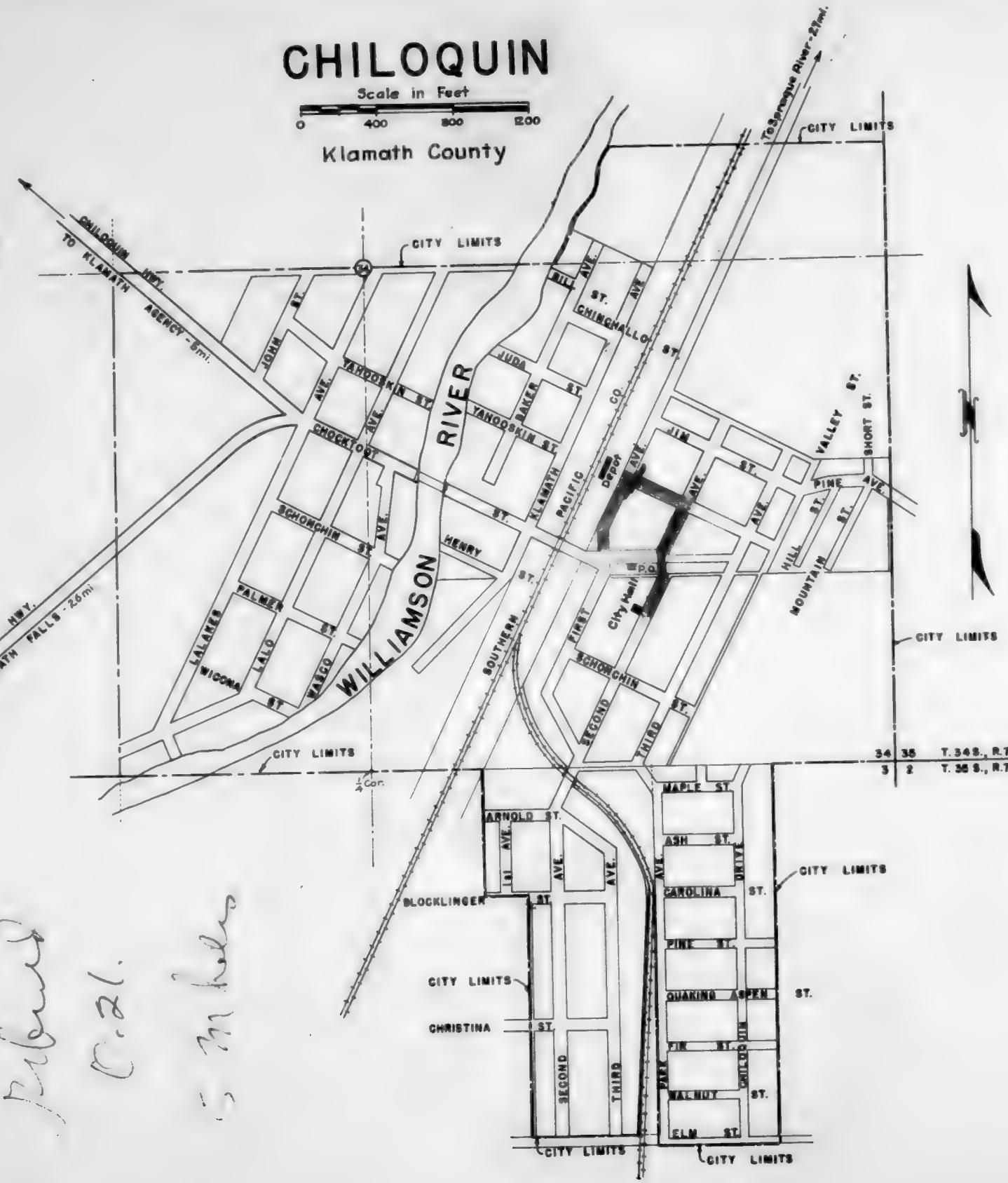
Approved by [illegible], Deputy State Highway Engineer

CHILOQUIN

Scale in Feet

0 400 800 1200

Klamath County


CHILOQUIN HWY. TO KLAMATH AGENCY - 8mi.
CHILOQUIN HWY. TO KLAMATH FALLS - 26mi.
CITY LIMITS
CITY LIMITS
CITY LIMITS

NOTED
H. S. COX

Salem, Oregon
December 8, 1960

NOTED
Harold C. Ayers

$250,000 City Allotment Project
City of Chiloquin

Mr. Dean Swift, Division Engineer
State Highway Department
P. O. Box 151
Bend, Oregon

NOTED
C. G. SWENSON

I do not know just how far you have progressed in preparing this project, but am attaching a copy of a letter from the city of Chiloquin referring to right-of-way on this project. If possible, will you please take this into account.

C. G. Swenson
County and City Relations Engineer

HCA:mm
Att.

City of Chiloquin

CHILOQUIN, OREGON

Dec.6,1960

Mr.C.G.Swenson
County and City Relations Engineer
Oregon State Highway Dept.
Salem,Ore.

Dear Sir:

Your survey crew which just completed the laying out of the Chiloquin project here informed me that at the corner of Chocktoot St. & 2nd Ave. the right of way narrows to a 40 ft.wide strip,which will cause a serious jog in the street.

The cause of this being only 40 ft.is that Lot 6 in Block 11 of 1st Addition to Chiloquin juts out into the street.This lot is owned by the city and we are unable to find any record of it having been dedicated,but I talked with our City Atty.this morning and he will prepare an ordinance to be read at our regular council meeting on Tues.Dec.27 which will correct this situation.

In order that the right of way be continuously 60 ft.wide through this block we would appreciate your modifying your plans accordingly,as you can readily see that due to the curvature of the street at this point,if the pavement is not kept in alignment with the rest of the right of way,the new pavement would soon become damaged because of traffic cutting across the edges of this piece of property.

Thanking you for your consideration.Please advise us as to your action in this matter.

Yours very truly

Lloyd Peters

Lloyd Peters
Recorder-Treas.
Chiloquin,Oregon

RECEIVED
DEC 8 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
V. R. K

NOTED
Harold C. Ayers

NOTED

RECEIVED
NOV 23 1960
COUNTY ENGINEER
ENGINEERING OPERATIONS

LOCATION PROSPECTUS
FIRST AVENUE-CITY HALL SECTION
CHILOQUIN CITY STREETS
KLAMATH COUNTY

11-22-60

The following prospectus is submitted concerning the above-mentioned section of Yahooskin Street and Second Avenue in the City of Chiloquin. The overall length of the project is 0.17 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment. Yahooskin Street will be graded and surfaced from First Avenue to Second Avenue. Second Avenue will be graded and surfaced from Yahooskin Street to the alley south of Chocktoot Street. From the alley south to the city hall will be paving only.

The typical section will consist of two 11-foot lanes with 4-foot shoulders from First Avenue to the alley. A variable typical section, 32-foot to 42-foot, will be used from the alley to the city hall. The approved base design by G. L. Decker is:

Paving, Base and Wear	3½"
Top Course, Base	2 "
Bottom Course, Base	12 "
Total Depth	17½"

Final agreements with the City will be necessary.

November 22, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Dean Swift (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

CHILOQUIN

Scale in Feet

0 400 800 1200

Klamath County

Oct. 31, 1957

FORM S-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 13, 1960

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

Mr. Lloyd Peters
City Recorder
City Hall
Chiloquin, Oregon

Dear Mr. Peters:

This is to acknowledge receipt of a resolution adopted by the City of Chiloquin requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1961 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

RESOLUTION B 254

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Chiloquin is an incorporated city of the State of Oregon and has a population of 909 as given by the latest official census; and

WHEREAS, the following streets of said city, 1ST Ave, Yahooskin St + 2nd Ave

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Chiloquin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Luther Sherier as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11Th day of April, 1960

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Chiloquin at a regular or special meeting of said Council, held on the 11th day of April, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 11th day of April, 1960.

Lloyd Peters
City Recorder

CHILOQUIN

Scale in Feet

0 400 800 1200

Klamath County

Oct. 31, 1957

18-1091 Williamson River-Modoc Point Sect. of The Dalles-Calif. Hwy. N. of K. Falls., Klamath Co. 1961

#5860

RECEIVED
APR 21 1962
FOR FILING

April 5, 1962

FINAL COST ANALYSIS

Williamson River-Modoc Point
Contract No. 5860

Paving
Contractor: Rogue River Paving
Resident Engineer: W. Reid Meritt

The Dalles-California Highway
Prefix No. 18-1091

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphaltic Concrete Mixture	8,569.75	Ton	6.40	5.38	45,913.61	54,846.40
Asphalt in Mixture	583.37	Ton	36.50	34.80	20,301.28	21,293.01
RS-2 Asphalt	3.52	Ton	75.00	108.77	382.88	264.00
PA#1 Purchase Excess Aggregate	970.71	Cu.Yd.	1.50	1.50	1,456.07	1,456.07
EW#1 Flagging					1,185.08	630.72
					$69,238.92	$78,490.20

Gross Revenue	$ 78,490.20
Total Cost	69,238.92
Net Profit	$ 9,251.28

Net Profit equals 11.8% of Gross Revenue

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

DETAIL OF COSTS - Contract No. 5860

Labor:			
Labor		$ 7,860.62	
Labor Insurance		769.58	
Health, Welfare, Pension and Travel		368.20	$ 8,998.40
Materials:			
85-100 Asphalt	583.37 Ton @ $24.00	14,000.88	
RS-2 Asphalt Incl. Freight	3.52 Ton @ $86.49	304.44	
Freight on 85-100 Asphalt	583.37 Ton @ $10.00	6,300.40	20,605.72
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		6,883.81	
Equipment Rental, Hired Fully Operated		2,551.39	
Gas, Oil and Grease		1,304.73	
Propane (for heating)		3,562.57	
Bond		451.14	
P.L. and P.D. Insurance		306.00	
Move In, Freight and Cartage		1,281.43	
P.U.C.		35.00	
Small Tools and Miscellaneous Supplies		137.58	
Home Office and General Overhead		236.00	16,744.65
Crushing Subcontractor		22,885.15	22,885.15
		TOTAL COST	$ 69,238.92

Remarks - Contract No. 5860

This was a "State Project" calling for the construction of 5.7 miles of asphaltic pavement on the Williamson River-Modoc Point Section of The Dalles-California Highway in Klamath County. The project was bid March 7th, awared March 10th. Work started March 22 and was completed May 18, 1961.

M. C. Lininger, being the subcontractor for furnishing crushed appregate for the asphaltic concrete, moved in and set up adjacent to the highway at Mile Point 258.4 using talus material which had been stockpiled from previous slides in the area and started crushing April 6th. He hauled the material to a stockpile site adjacent to the highway at approximate Mile Point 257 using two 10-uard and one 8-yard truck. Crushing was completed April 21st except for part of day May 16th when the crusher was started to produce more 1/4"-0. As this was completed the subcontractor started removing his crusher from the project.

The prime contractor started moving in the asphaltic mixing plant April 5th to the location of the stockpiles at Mile Point 257. The set up was started April 7th, completed and paving started April 27th using the following equipment: One Barber-Greene continuous mixing plant, one 2-1/2-yard loader, one B-G finishing machine, one 9-wheel self-propelled rubber-tired roller, two tandem rollers,- one 8-10 tone and one 10-14 ton, one #12 blade, five 8-yard trucks plus equipment used for maintenance.

The contractor was hampered somewhat by inclement weather and breakdowns, but with a good bid price and good production was able to show a good profit.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED
JUL 27 1961
FOR FILING

5960

July 26, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5860 for paving the Williamson River-Modoc Point Section of The Dalles-California Highway in Klamath County was completed by the contractor, Rogue River Paving Co., on May 18, 1961, and was formally accepted by the Highway Commission on June 9, 1961.

Final payment in the amount of $2,335.78 will be released to the contractor on or after August 2, 1961. The total contract amount is $78,490.20, of which amount $630.72 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Rogue River Paving Co.,
P. O. Box 942
Medford
Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10, 1961

Section Williamson River-Modoc Point

Kind of work Paving

Highway The Dalles-Calif. County Klamath

Section prefix 18-1091

Contractor Rogue River Paving Co.

Contract number 5860

Date of contract March 10, 1961

Specified work days 90

Date work started March 22, 1961

Work days used 40

Project authorization $86,951.25

Exclusive of engineering $80,768.05

Per cent of time elapsed 44.44 %

Estimated cost of completed project, exclusive of engineering $79,893.27

Estimated per cent overrun or underrun . . . . . Underrun 0.57 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $6183.20

Engineering cost to date $ 6561.67, 106.12 %

Date project was completed May 18, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
---	---	---	---	---	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Wednesday of this week.

Project Complete.

FINAL REPORT

COMPLETION DATE: May 18, 1961

CONSTRUCTION DIVISION
RECEIVED
JUN 12 1961
NOTED- CE ACE MCE SOE

Noted
M. N Juve

NOTED

Signed W. Reid Merrill

Address P. O. Box 1020 Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					5.7
Miles partially completed					5.7
Miles completed					5.7
Total estimated quantities (contract)					8800 Ton
Total quantities corrected to date					8569.75 Ton
Estimated quantities moved or placed to date					8569.75 Ton
Average daily quantities					0 Ton
Average daily quantities necessary to complete project on time					0 Ton
Number shifts per day					0
Hours per shift					0
Average force on project for week					0
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Pt. Cloudy		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
APR 4 1961
COMMISSIONERS

FOR FILING

M. [illegible], Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
GLENN L. JACKSON, MEMBER
Medford
FLOYD QUENTIN, SECRETARY
Salem

18-1091
5860

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 4, 1961

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Rogue River Paving Co.,
P. O. Box 942
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5860, awarded March 10, 1961, for paving the Williamson River-Modoc Pt. Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

20-1071 Leaburg Dam-Dorris Park Section of the McKenzie Hwy. E. of Springfield
#5861 Grading & paving. Lane Co. 1961

RECEIVED
AUG 10 1961
FOR FILING

5861

August 9, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5861 for grading-paving the Leaburg Dam-Dorris Park Section of the McKenzie Highway in Lane County was completed by the contractor Wildish Construction Co., on June 24, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $3,596.40 will be released to the contractor on or after August 16, 1961. The total contract amount is $122,403.07, of which amount $2,523.22 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Wildish Construction Co.,
P. O. Box 1106
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 1, 1961

Section Leaburg Dam-Dorris Park

Highway McKenzie County Lane

Contractor Wildish Construction Co.

Date of contract Mar. 10, 1961

Date work started Mar. 20, 1961

Project authorization $148,300.38

Exclusive of engineering $137,755.04

Kind of work Grading & Paving

Section prefix 20-1071

Contract number 5861

Specified work days 90

Work days used 54

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $121,188.23

Estimated per cent overrun or underrun . . . . . 10.97 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $10,545.84

Engineering cost to date $4,035.75, 38.27 %

Date project was completed June 24, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	100	none	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Contractor completed cleanup of the project on Saturday, June 24, 1961.

The striping crew placed white lines on Monday, June 26.

Mr. F. D. Morgan, Division Engineer, made final inspection of the project on Tuesday, June 27.

This will be the last weekly report.

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUL 3 1961
NOTED--EJB
CE HDE ADE COE

Anticipated date of completion:

June 24, 1961

Signed H. E. Mayfield

Address 2141 E. 17th Ave., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5	5			5
Miles partially completed					
Miles completed	5	5		-	5
Total estimated quantities (contract)		4,330 c.y.			13,800 ton
Total quantities corrected to date		4,418 c.y.			12,590.57
Estimated quantities moved or placed to date		"			"
Average daily quantities		0			0
Average daily quantities necessary to complete project on time		0			0
Number shifts per day		0			0
Hours per shift					
Average force on project for week		0			0

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	overcast		
Tuesday	overcast		
Wednesday	cloudy		
Thursday	early sprinkles		
Friday	fair		
Saturday			

RECEIVED
APR 4 1961
FOR FILING

COMMISSIONERS
M. KEITH WILSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

20-1071
5961

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

Wildish Construction Co.,
P. O. Box 1106
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5861, awarded March 10, 1961, for grading-paving the Leaburg Dam-Dorris Park Section of the McKenzie Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

20-8319 Hamleton-Triangel Lake Rock Prod. 1961
proj. on the Siuslaw Hwy.
#5862 Lane Co.

RECEIVED
AUG 2 1961
FOR FILING

5562

August 2, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5862 for the Mapleton-Triangle Lake Rock Production Project on the Siuslaw Highway in Lane County was completed by the contractor, F. H. McEwen, on May 17, 1961, and was formally accepted by the Highway Commission on June 9, 1961.

Final payment in the amount of $2,065.54 will be released to the contractor on or after August 9, 1961. The total contract amount is $61,075.75, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. F. H. McEwen
1673 Villard Street
Eugene
Oregon

20-8319

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 19, 1961

Section Mapleton - Triangle Lake

Highway Siuslaw County Lane

Contractor F. H. McEwen

Date of contract March 10, 1961

Date work started March 23, 1961

Project authorization $65,722.00

Exclusive of engineering $61,094.88

Kind of work Rock Production

Section prefix 20-8319

Contract number 5862

Specified work days 110

Work days used 43

Per cent of time elapsed 39 %

Estimated cost of completed project, exclusive of engineering $61,094.88

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $4677.12

Engineering cost to date $4200, 90 %

Date project was completed May 17, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed all stockpiles Wednsday

Division Engineer F. D. Morgan in office on Wednsday

Anticipated completion date of semi-final estimate 6-1-61

NOTED
JOHN R. GANS

CONSTRUCTION DIVISION
RECEIVED
MAY 22 1961
NOTED - EYE
CDE

Signed William M. Bailey Res. Engr.

Address 1410 Orchard St. Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			16,800		
Total quantities corrected to date			16,800		
Estimated quantities moved or placed to date			16,800		
Average daily quantities			500 c.y.		
Average daily quantities necessary to complete project on time			Complete		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		

Men	4
Supervision	1
Men and trucks under 3 tons	1
Men and trucks over 3 tons	1
Men and tractors	

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
APR 5 1961
COMMISSIONERS
FOR FILING

R. H. McCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

20-8319

5862

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 5, 1961

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. F. H. McEwen
1673 Villard St.,
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5862, awarded March 10, 1961, for the Mapleton-Triangle Lake Rock Production Project on the Siuslaw Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

I-80N-8(10)372 Ontario-Idaho Line Roadside Improvement Proj. on the Old Oreg. Trail Hwy. Malheur Co. 1961

#5863

RECEIVED
MAR 15 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 13, 1963

A. M. Parsons, Division Engineer
08-35.5 Salem, Oregon

By:
L. R. Backlund
Administrative Manager

Oregon Project I-80N-8(10)372
Ontario-Idaho State Line Section
Voucher No. 4 - Final
Net amount claimed - $9,377.00

The subject voucher has been approved in the reduced amount of $9,191.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Items No. 1 & 2.

Total amount of deductions	$201.66
Federal-aid pro-rata	92.32%
Net deduction in even dollars	186.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachment

RECEIVED
MAR 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young with attachment
3-14-63

NOTED
LLOYD P. SHAW

Emkat - 5863

RECEIVED
OCT 19 1962
FOR FILING

Modification transaction number

Project report number
9

Fo. R-2A (5-[illegible]-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-4-62

State
Oregon

County
Malheur

Project number
I-80N-8(10)372

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 17, 1961, is hereby modified as follows:

Revised estimated total cost of project	$ 112,442.00
Revised Federal funds	$ 102,377.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 4 day of October, 1962.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By L. L. Potter

Asst State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USComm-DC 11170

October 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Ontario-Idaho State Line Section, Project No. I-80N-8(10)372.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Federal Aid Engineer

RNC:lt

Enc.

5-17-61

RECEIVED
MAY 18 1961
FOR FILING

Monthly Transaction No. 5863

Project Report No. I-80N-8(10)372

Form 2 (9-1.)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Malheur

Project No.: I-80N-8(10)372

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 30 Ontario to Snake River

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-10-61	3.792
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 107,372	$ 98,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 17, 1961

USComm-DC 40257

May 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Ontario-Idaho Line Section, Project No. I-80N-8(10)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

March 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ontario-Idaho Line Section, Project No. I-80N-8(10)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(10)372

ONTARIO-IDAHO LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 23, 1961

Type Code Y005
Roadside Improvement (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5863)

Tractor and Dozer	12 hour	$14.00	$ 168.00
1/2-inch Galvanized Steel Pipe	2,800 lin.ft.	0.51	1,428.00
3/4-inch Galvanized Steel Pipe	7,000 lin.ft.	0.62	4,340.00
1-inch Galvanized Steel Pipe	7,300 lin.ft.	0.76	5,548.00
1¼-inch Galvanized Steel Pipe	3,660 lin.ft.	0.92	3,367.20
1½-inch Galvanized Steel Pipe	2,660 lin.ft.	1.06	2,819.60
2-inch Galvanized Steel Pipe	3,000 lin.ft.	1.40	4,200.00
2½-inch Galvanized Steel Pipe	2,340 lin.ft.	2.10	4,914.00
3-inch Galvanized Steel Pipe	640 lin.ft.	2.50	1,600.00
4-inch Galvanized Steel Pipe	1,300 lin.ft.	3.33	4,329.00
1-inch Automatic Control Valves	1 only	26.70	26.70
1½-inch Automatic Control Valves	12 only	32.30	387.60
2-inch Automatic Control Valves	50 only	42.10	2,105.00
3/4-inch Quick-coupling Hose Valves	3 only	8.00	24.00
1/2-inch Manual Drain Valves	22 only	8.50	187.00
1/2-inch Automatic Drain Valves	44 only	3.50	154.00
Shrubbery Sprinkler Heads	350 only	1.55	542.50
Pop-up Sprinkler Heads Nonrevolving	400 only	3.50	1,400.00
Pop-up Rotary Sprinkler Heads, Full Circle	130 only	24.97	3,246.10
Pop-up Rotary Sprinkler Heads, Half Circle	84 only	31.80	2,671.20
28-Section Automatic Sprinkler Controller	1 only	662.50	662.50
32-Section Automatic Sprinkler Controller	1 only	700.00	700.00
Controller House and Well Cover	All Required		600.00
2-inch Electrical Conduit	80 lin.ft.	1.20	96.00
Pumps	2 only	1,820.00	3,640.00
Furnishing and Planting Trees	700 only	8.30	5,810.00
Furnishing and Planting Shrubs	3,200 only	5.70	18,240.00
Seeding Roadside Areas	16 acre	175.00	2,800.00
Lawn Construction	14 acre	1,000.00	14,000.00
Grass Seed, Hard Fescue	400 lb.	1.40	560.00
Grass Seed, Crested Wheatgrass	400 lb.	0.45	180.00
Grass Seed, Creeping Red Fescue	930 lb.	0.42	390.60

Grass Seed, Kentucky Bluegrass	2,160 lb.	$0.50	$ 1,080.00
Manure Fertilizer	180 cu.yd.	5.00	900.00
Inorganic Fertilizer, 16-20-0	70 cwt.	5.25	367.50
Organic Fertilizer, 5-3-2	24 cwt.	3.00	72.00
Gypsum	56 ton	30.00	1,680.00
Mulch Material	150 unit	13.50	2,025.00
			$ 97,261.50
Flagging (57½% of Contractor's Cost)	All Required		50.00
Construct Guard Rail	All Required		100.00
Standby Charges & Meter Bases	All Required		200.00
			$ 350.00
	Subtotal		$ 97,611.50
	10% Engr. & Cont.		9,760.50
	Total		$107,372.00

Length of Project - - - - - - - 3.792 Miles
Cost of Project Per Mile- - - $28,315.40

Federal Funds - - - - - - -

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(10)372

ONTARIO-IDAHO LINE SECTION OF THE OLD OREGON

TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 8, 1961

Type Code X005
Roadside Improvement (Sta. 1159+00 to Sta. 1359+20)

Tractor and Dozer	12 hours	$15.00	$ 180.00
1/2-inch Galvanized Steel Pipe	2,800 lin.ft.	.48	1,344.00
3/4-inch Galvanized Steel Pipe	7,000 lin.ft.	.57	3,990.00
1-inch Galvanized Steel Pipe	7,300 lin.ft.	.71	5,183.00
1-1/4 Inch Galvanized Steel Pipe	3,660 lin.ft.	.93	3,402.80
1-1/2 Inch Galvanized Steel Pipe	2,660 lin.ft.	1.08	2,873.80
2-inch Galvanized Steel Pipe	3,000 lin.ft.	1.40	4,200.00
2-1/2 Inch Galvanized Steel Pipe	2,340 lin.ft.	2.25	5,265.00
3-inch Galvanized Steel Pipe	640 lin.ft.	3.00	1,920.00
4-inch Galvanized Steel Pipe	1,300 lin.ft.	3.75	4,875.00
1-inch Automatic Control Valves	1 only	46.00	46.00
1-1/2 Inch Automatic Control Valves	12 only	55.00	660.00
2-inch Automatic Control Valves	50 only	70.00	3,500.00
3/4-inch Quick-Coupling Hose Valves	3 only	10.00	30.00
1/2-inch Manual Drain Valves	22 only	10.00	220.00
1/2-inch Automatic Drain Valves	44 only	10.00	440.00
Shrubbery Sprinkler Heads	350 only	2.00	700.00
Pop-up Sprinkler Heads, Nonrevolving	400 only	3.50	1,400.00
Pop-up Rotary Sprinkler Heads, Full Circle	130 only	25.00	3,250.00
Pop-up Sprinkler Heads (Rotary) Half Circle	84 only	25.00	2,100.00
28-Section Automatic Sprinkler Controller	1 only	300.00	300.00
32-Section Automatic Sprinkler Controller	1 only	450.00	450.00
Control Valves Markers	64 only	4.00	256.00
Controller House and Wall Cover	All Required		300.00
2-inch Electrical Conduit	80 lin.ft.	3.00	240.00
Pumps	2 only	1,250.00	2,500.00
Furnishing and Planting Trees	700 only	8.50	5,950.00
Furnishing and Planting Shrubs	3,200 only	4.50	14,400.00
Seeding Roadside Areas	16 acres	400.00	6,400.00
Lawn Construction	14 acres	1,300.00	18,200.00
Grass Seed, Hard Fescue	400 lbs.	.75	300.00
Grass Seed, Crested Wheatgrass	400 lbs.	.50	200.00
Grass Seed, Creeping Red Fescue	930 lbs.	.50	465.00
Grass Seed, Kentucky Bluegrass	2,160 lbs.	.75	1,620.00
Manure Fertilizer	180 cu.yds.	6.00	1,080.00
Inorganic Fertilizer, 16-20-0	70 cwt.	5.00	350.00
Organic Fertilizer, 5-3-2	24 cwt.	5.50	132.00
Gypsum	56 tons	15.00	840.00
Mulch Material	150 units	15.00	2,250.00
			$101,812.60

Flagging (57½ of Contractor's Cost)	All Required	$ 50.00
Construct Guard Rail	All Required	100.00
Standby Charges & Meter Bases	All Required	200.00
		$ 350.00
	Subtotal	$102,162.60
	10% Engr. & Cont.	10,215.40
	Total	$112,378.00

Length of Project . . . . . 3.792 miles
Cost of Project per mile $29,635.54

Federal Funds	$103,000.00
State Funds	9,378.00
	$112,378.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(10)372

ONTARIO-IDAHO LONE SECTION OF THE OLD OREGON
TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 1, 1961

Type Code Y005
Roadside Improvement (Sta. 1159+00 to Sta. 1359+20)

Tractor and Dozer	12 hours	$ 15.00	$ 180.00
1/2-inch Galvanized Steel Pipe	2,800 lin.ft.	.48	1,344.00
3/4-inch Galvanized Steel Pipe	7,000 lin.ft.	.57	3,990.00
1-inch Galvanized Steel Pipe	7,300 lin.ft.	.71	5,183.00
1-1/4 Inch Galvanized Steel Pipe	3,660 lin.ft.	.93	3,402.80
1-1/2 Inch Galvanized Steel Pipe	2,660 lin.ft.	1.08	2,873.80
2-inch Galvanized Steel Pipe	3,000 lin.ft.	1.40	4,200.00
2-1/2 Inch Galvanized Steel Pipe	2,340 lin.ft.	2.25	5,265.00
3-inch Galvanized Steel Pipe	640 lin.ft.	3.00	1,920.00
4-inch Galvanized Steel Pipe	1,300 lin.ft.	3.75	4,875.00
1-inch Automatic Control Valves	1 only	50.00	50.00
1-1/2 Inch Automatic Control Valves	12 only	59.00	708.00
2-inch Automatic Control Valves	50 only	74.00	3,700.00
3/4-inch Quick-Coupling Hose Valves	3 only	10.00	30.00
1/2-inch Manual Drain Valves	22 only	10.00	220.00
1/2-inch Automatic Drain Valves	44 only	10.00	440.00
Shrubbery Sprinkler Heads	350 only	2.00	700.00
Pop-up Sprinkler Heads, Nonrevolving	400 only	3.50	1,400.00
Pop-up Rotary Sprinkler Heads, Full Circle	130 only	25.00	3,250.00
Pop-up Rotary Sprinkler Heads, Half Circle	84 only	25.00	2,100.00
28-Section Automatic Sprinkler Controller	1 only	300.00	300.00
32-Section Automatic Sprinkler Controller	1 only	450.00	450.00
Controller House and Well Cover	All Required		300.00
2-inch Electrical Conduit	80 lin.ft.	3.00	240.00
Pumps	2 only	1,450.00	2,900.00
Furnishing and Planting Trees	700 only	8.50	5,950.00
Furnishing and Planting Shrubs	3,200 only	4.50	14,400.00
Seeding Roadside Areas	16 acres	400.00	6,400.00
Lawn Construction	14 acres	1,300.00	18,200.00
Grass Seed, Hard Fescue	400 lbs.	.75	300.00
Grass Seed, Crested Wheatgrass	400 lbs.	.50	200.00
Grass Seed, Creeping Red Fescue	930 lbs.	.50	465.00
Grass Seed, Kentucky Bluegrass	2,160 lbs.	.75	1,620.00
Manure Fertilizer	180 cu.yds.	6.00	1,080.00

Inorganic Fertilizer, 16-20-0	70 cwt.	$ 5.00	$ 350.00
Organic Fertilizer, 5-3-2	24 cwt.	5.50	132.00
Gypsum	56 tons	15.00	840.00
Mulch Material	150 units	15.00	2,250.00
			$102,208.60
Flagging (57½% of Contractor's Cost)	All Required		50.00
Construct Guard Rail	All Required		100.00
Standby Charges & Meter Bases	All Required		200.00
	Subtotal		$102,558.60
	10% Engr. & Cont.		10,255.40
	Total		$112,814.00

Length of Project - - - - - - - - - - 3.792 miles
Cost of Project per mile - - - - - - $29,750.52

Federal Funds -	$103,000.00
State Funds -	9,814.00
	$112,814.00

RECEIVED
FORM E-30 SOM 8-61
0 1962
FOR FILING
5863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1962

SUBJECT: Automatic Sprinkler System
Ontario-Idaho State Line Section

To: Mr. Tom Edwards
Assistant State Highway Engineer

OFFICE

Enclosed find the original of a letter from Mr. Lee Bean, Field Sales Engineer of the Turfco, Inc. company, suppliers of the automatic sprinkler system on this project. Mr. Bean has written to Mr. Meola with the mistaken idea that he was in charge of the maintenance of this operation. However, his suggestions seem to have some merit and it is thought that you may wish to incorporate some of the opinions expressed into the remedial work that will be required to make the system operate efficiently.

Please advise us if we can be of any assistance in this matter.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachment

cc: R. L. Porter (Attach.)

NOTED
TOM EDWARDS

RECEIVED
AUG 8 1962

Turfco
INCORPORATED

W. 2023 Maxwell ■ *Spokane, Washington* ■ *FAirfax 7-1571*

August 3, 1962

Oregon State Highway Department
Parks and Recreation Division
Room 301 - Highway Building
Salem, Oregon

CONSTRUCTION DIVISION
RECEIVED
AUG 6 1962

Attention: Mr. E. A. Meola, Cheif Plans & Design

Gentlemen:

After two recent visits to your Ontario Oregon Aumtomatic Sprinkler Installation I would like to report to you some of my idea's on corrections that can be made to improve the present operation of this system.

I spent about two days going over this system and have learned that the basic problem is sand. The well on the east side of the freeway seems to be almost free of sand, however a small tank has been installed between the supply and controller to eliminate this sand from plugging the screen ot the pilot-valve as frequent as it has in the past. I understand this is an old irrigation well and therefore has been pumped long enough to have a good sized cavity at the bottom which is now free of sand.

The two wells on the west side are not developed and have not been drilled and cased properly to prevent sand being pumped. Most wells in this area are a problem unless they are developed properly and gravel-packed. These wells are drilled and being used however and the flow of sand into the seystem can be eliminated by installing a sand trap in the discharge line at a small cost. I designed a sand trap for the Department of Interior at Deer Flat Wild Life Refuge about 7 years ago and it is still being used successfully. It is a steel tank 4 ft in diameter and 20 ft long with baffles inside. The tank is flushed two times each year and does a good job of trapping all sand. A sketch of this type of sand-trap is enclosed. This will not eliminate the pumps used at Ontario from rapid wear but will eliminate the problem now preventing the one system being operated automatically.

NOTED
E. A. MEOLA

Turfco
INCORPORATED

W. 2023 Maxwell ■ *Spokane, Washington* ■ *FAirfax 7-1571*

At a considerable expense, but in the long haul a new well properly developed and gravel-packed would be the best solution. The savings in labor over even a 10 year period using automatic systems will offset many dollars spent on the initial installation. The water supply, pumps and materials used in these automatic systems must be designed and installed to very rigid specifications. There are drillers in Southern Idaho who will guarantee sand-free wells.

Please feel free to call on us if we can be of help in any way toward getting this and other systems in first class operation.

Sincerely,

TURFCO INC.

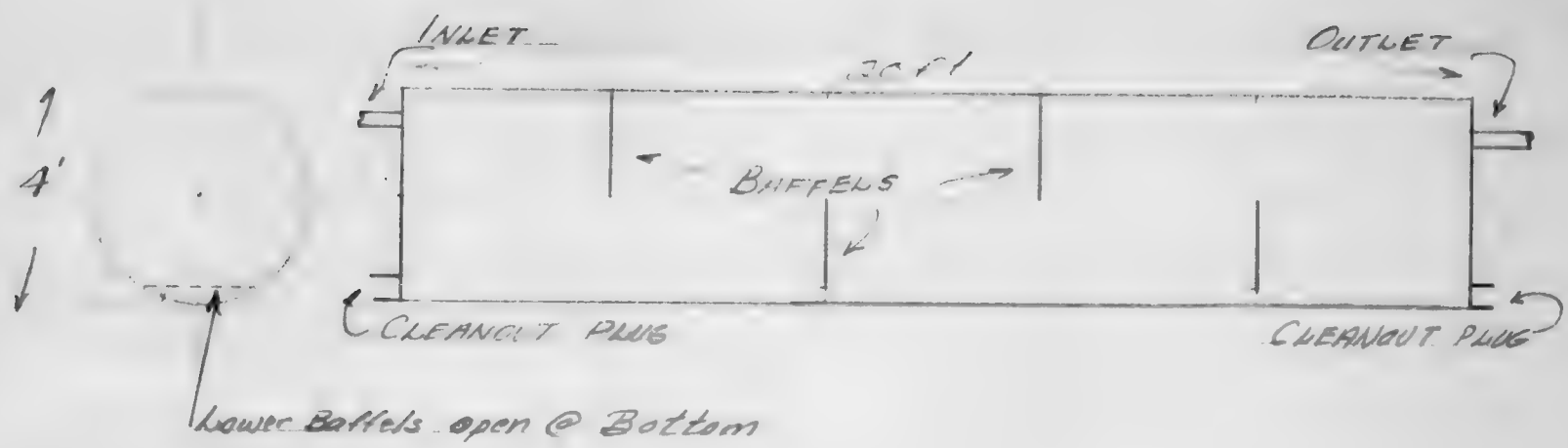
Lee Bean

Lee Bean, Field Sales Engr.

CC: Mr. O. G. McComb
Mr. Don Kolassa

Turfco
INCORPORATED

W. 2023 Maxwell ■ Spokane, Washington ■ FAirfax 7-1571



SAND TRAP USED AT DEER FLAT WILDLIFE REFUGE
@ Nampa, Idaho. Built by Beall Pipe & Tank
Boise, Idaho. Designed by Lee Bean about 1955.

RECEIVED
AUG 3 1962
FOR FILING
5863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
July 31, 1962

SUBJECT: Sand Pumping Problem
Idaho Avenue Interchange
Ontario-Snake River Section

To: A. F. Parson
Division Engineer
LA GRANDE

I have read Mr. Jenkins' report on his investigation of the sand problem in our irrigation water at the Idaho Avenue Interchange and after consultation with Mr. Edwards, it has been decided that the first thing to be done is to install a settling tank sand trap as quickly as possible in order to eliminate the sand from our sprinkling system. At a later date we will decide how best to correct the wells to eliminate sand from passing through the pumps.

I understand that Beall Pipe and Tank Company from Boise, can furnish the settling tanks probably faster than any other source, so I would recommend that Mr. McComb immediately order such a tank and have it installed at once in the line on the west side so that we may determine its effectiveness in eliminating the trouble. I understand from Mr. McComb's letter that he had previously ordered a small settling tank to connect into the control lines in an attempt to eliminate the sand from the 1/8" control tubes connecting the timing equipment. If this has not been done, please see that it is done immediately.

The correction of the wells will be studied and some action will be taken early this Fall, after further studies have been made, as to the possibility of drilling a larger sized well and gravel packing for a filter area.

Please keep me advised as to how soon the above tanks can be delivered from Beall Pipe and Tank, and how soon the installation can be made.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:wg
cc: O. B. McComb
William Kosesan
Tom Edwards

RECEIVED
AUG 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

-1 A. DeFrance

FORM B-90X SOM 7 60 29356

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1962

SUBJECT: Sand Pumping Problem
Idaho Avenue Interchange
Ontario-Snake River Section

To: Mr. Mark Astrup
Landscape Engineer
BUILDING

I have investigated the problem of lack of water and excessive sand in the irrigation wells in the Idaho Avenue Interchange at Ontario. This study has been conducted with the intent of locating persons experienced in wells and pumps who might have recommendations on methods of removing the damaging sand and gravel from the irrigation water.

Well No. 1 is located on the east side of the Interchange and consists of a concrete-lined shaft to about 15-foot depth with a 14-inch unperforated casing extending from the bottom of this shaft down to a short piece of 12-inch corrugated pipe in the bottom of the well. It is not known whether this 12-inch pipe is perforated or not. It was in the well when the well was obtained by the Department. Static water level in this well is about 19 feet below ground level and the water level in the well draws down about 5 to 6 feet while being pumped. In December 1960, it was tested at 120 gpm output. This well does not have as much of a sand problem of the wells on the west side of the Interchange.

Well No. 2, one of two wells on the west side of the Interchange, is an old dug well which had been cased with 12-inch concrete pipe from ground level down to the top of the 7-feet thick water bearing gravel strata at 25-feet depth. The gravel strata was apparently uncased. When taken over by the Department, the well was extended 8 feet into the underlying shale and a 10-inch steel casing, perforated from 25 to 32 feet, was placed inside the existing concrete pipe. Prior to these casing modifications the well was tested at 300 gpm. The capacity is now less than the demand of the pump, which, due to the wear on the pump, must now be well under 95 gpm.

Well No. 3 is a new well drilled when it became apparent that Well No. 2 could not furnish enough water alone. Well No. 3 is also inadequate to alone meet the demand of the pump.

Wells Nos. 2 and 3 combined handle one bank of sprinklers with a drawdown of about 7 feet.

The 10-inch casing of Well No. 2 was perforated with a torch by burning slots about ¼-inch wide by 6 inches long from 25 to 32 feet, the depth of the water bearing aquifer. The number of slots burned is not known. The casing for Well No. 3 is 12 inches in diameter and was perforated between 25 and 30 feet by ripping with a knife after the casing was in place. The perforations are supposed to be 3/8-inch wide by 3 inches long but may be much larger. No information on the number of perforations is available for this casing either.

The presence of large gravel in the sprinkling system, water splashing into the well and rapid initial recovery rate indicates that the perforations in Well No. 3 are too few and too large. Well No. 2 is probably inadequately perforated also.

The opinion of several experts was that with proper perforations and development these wells could be made to produce at least 100 gpm, nearly sand free. Two methods of getting the proper perforations were mentioned. One involved the use of a Star perforater which makes a number of small perforations, the other was to use a well screen in place of casing in the gravel strata. Reperforating would be carried out in conjunction with "gravel packing" which would involve pumping out the fine material from around the casing and replacing it with a selected, round, washed gravel. This would create a filter around the casing and could be done in the existing wells or in new wells. The installation of the well screen would require special pumping procedures in order to develop a natural gravel filter around the screen.

The city of Ontario has two large wells, one gravel packed and one with a well screen. Neither system has given the results they had hoped for and they have had to resort to a sand trap.

Mr. Max Holloway, recognized as being the leading well driller in the Ontario area, feels that a good gravel packing job is preferable to a well screen. However, gravel packing, since it is done "blind", requires the hand of an expert. An inexperienced well driller could ruin a well.

To gravel pack, reperforate, and develop the wells, Mr. Holloway estimates would take about three days per well at $12.50 per hour for two men and their equipment. A new gravel-packed well would cost $400. Well screens would cost about $580, installed, for 7 feet of 8-inch diameter stainless steel screen. If the well development is successful, only one well and pump would be needed on the west side of the interchange.

If not all the sand is stopped, then a sand trap will be required to protect the sprinkler system. Two types in general are available: one depends on centrifugal and settling action whereas the other depends on settling action alone. Each should be effective in removing virtually all sand particles larger than 100 mesh (0.0059 inch), which would include about 96 percent of the material in the sandy gravel aquifer. A centrifugal unit sold by Pacific Pumping Company would cost about $760, list, and one made by Pump, Pipe and Power Company would cost about $500. A straight settling tank 12 feet long by 2 feet in diameter made by Beall Pipe and Tank Company would cost about $500. A 4-foot long by 2½ foot diameter baffled tank made by Pump, Pipe and Power Company would cost about $300. (See enclosed sketches.)

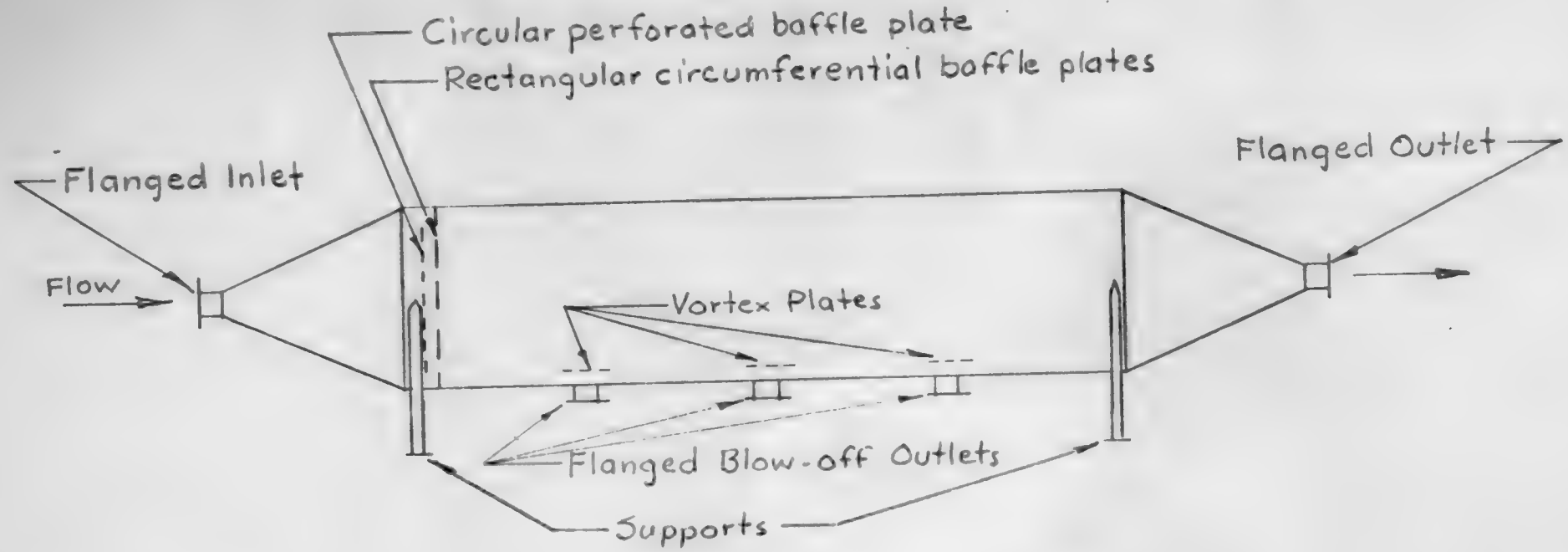
If the plantings can do without water for three or four days, or if a temporary water hauling arrangement would be satisfactory, then I would recommend that Wells No. 1 and No. 3 be developed, reperforated, and gravel packed. (The casing of No. 3 could be driven into the shale to close the oversize perforations.) If successful, this will provide an adequate supply of water free of sand and gravel and will protect both pump and sprinklers. If not all the sand is stopped, then sand traps might have to be added later.

If the plantings cannot do without water or if for some other reason it is undesirable to work on the wells now, then sand traps should be installed immediately. The wells could be gravel packed after the end of the irrigation season. This would provide immediate protection for the sprinklers but the pumps would be subject to rapid wear until the sand condition is cleared up in the well.

Mr. Holloway's schedule is such that he would be available in about a week.

John C. Jenkins
Assistant Research Engineer

cc I. A. DeFrance
A. F. Parsen
O. G. McComb



Approximate Size : 12 ft long x 2 ft diam.

SAND TRAP

Sketch based on information
from Beall Pipe & Tank Corp., Boise.

Material : 10 ga.
Price : about $500.
Delivery: 3 days.

RECEIVED
JUL 27 1962
FOR FILING
5863

July 27, 1962

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

Your company appears as surety on the performance bond furnished with our contract #5863, awarded to Solomon Aichele, for roadside improvement on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County

This contract was completed on June 23, 1961, and was accepted by the Highway Commission on May 25, 1962. Final payment in the amount of $3,828.89 will be released to the contractor on or after August 3, 1962. The total contract amount is $105,198.96, of which amount $315.73 represents force account items.

No claims for labor or materials have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Solomon Aichele
11360 SE Stevens
Portland 66
Oregon

RECEIVED
JUL 3 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 29, 1962

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-8(10)372
Roadside Improvement

Area Engineer L. C. Jenson made a final inspection in company with Resident Engineer Thompson on June 14, 1962. The project is acceptable.

original To Young
Copy To Morgan
7-3-62

RECEIVED
MAY 1962
FOR FILE

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon

DATE: May 18, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5863 C Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(10)372, Ontario-Idaho Line Section
Final Inspection and Acceptance

Reference is made to Mr. Pease's letter of April 27, 1962 requesting a final construction inspection of subject.

An inspection of subject project was made by L. C. Jensen, Area Engineer of this office, in company with Mr. H. S. Coulter, Assistant Division Engineer and Mr. E. S. Thompson, Resident Engineer of the Highway Department, May 10, 1962. The contractor had several hours of minor cleanup work remaining at the time of inspection. All of the planting appeared to be growing and healthy.

The project can be accepted by this office at the expiration of the "establishment period", which will expire approximately June 1, 1962.

Copies To
[illegible]
5-21-62

RECEIVED
MAY 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

FINAL Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 10, 1962

Section Ontario-Idaho Line

Highway Old Ore. Trail County Malheur

Contractor Solomon Aichele

Date of contract March 10, 1961

Date work started March 20, 1961

Project authorization $109,812.94
Exclusive of engineering $102,004.02

Kind of work Roadside Improvement

Section prefix 623-1095

Contract number 5863

Specified work days 60

Work days used 60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 105,535

Estimated per cent overrun or underrun . . . . . 3.46 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 7,808.92

Engineering cost to date $ 5,347, 68.5 %

Date project was completed June 23, 1961

ESTIMATED PER CENT COMPLETE

Planting	Seeding	Irrigation	Lawn	Pump and Well House	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor made final clean-up of project this week.

Mr. Jensen and Mr. Coulter made a fimal inspection on Thursday and accepted the project.

Mr. Parson visited this office on Tuesday of this week.

Messrs. Morgan, Decker, & Parson visited this office on Thursday.

CONSTRUCTION DIVISION
RECEIVED
MAY 14 1962
NOTE: CE CE

NOTED

Noted
M. N. Juve

cc: E. A. Meola

Signed E. S. Thompson
E. S. Thompson Resident Engineer

Address Ontario, Ore.

Noted

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	[redacted]	[redacted]	[redacted]	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Trees & Shrubs	Seeding	Galv. Pipe		
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	3,900	30 Acres	30,700 Lin. Ft.		
Total quantities corrected to date	4,294	30.36 Acres	30,716 Lin. Ft.		
Estimated quantities moved or placed to date	4,294	30.36 Acres	30,716 Lin. Ft.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				
Men	3				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Water Truck 1, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Claudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Rain		
Saturday			

RECEIVED
JUN 28 1961
FOR FILING

5863

June 27, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 23, 1961, on contract No. 5863, Ontario-Idaho Line Section, in Malheur County, in connection with Federal Aid Project No. I-80N-8(10)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swanson

RECEIVED
APR 17 1961
FOR FILING
I-2 N-8(10)372
5962

April 17, 1961

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 23[illegible], covering the installation of meter bases and connecting electricity on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5962, in connection with Federal Aid Project No. I-[illegible]-8(10)372.

The Special Provisions state (p. 12) that the State will furnish, install or pay for the necessary meter bases. The installation of the bases and hooking up the electricity to make the irrigation system operative is very specialized. The Idaho Power Company will therefore do the work as the contractor is not equipped for it. This has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $200.00 with Federal participation of $100.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
APR 17 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
GRANTS PASS
KENNETH N. [illegible], MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

E-80N-8(10)372

5863

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 14, 1961

Mr. Solomon Aichele
11360 SE Stevens
Portland 66
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5863, awarded March 10, 1961, for roadside improvement on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 27 1961
FOR FILING
I-80N-8(10)372
5863

March 27, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 20, 1961, on Contract No. 5863, Ontario-Idaho Line Section, in Malheur County, in connection with Federal Aid Project No. I-80N-8(10)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
MAR 14 1961
FOR FILING

I-80N-8(10)372
5863

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

March 10, 1961

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-8(10)372

As requested in your letter of today we hereby concur, as of this date, in award of Contract No., 5863 for Oregon Project I-80N-8(10)372, Ontario-Idaho State Line (Roadside Improvement) to Solomon Aichele, of Portland, Oregon, low bidder in the amount of $97,261.50 at the March 7, 1961 bid opening.

Porter

NOTED
PROJECT ENGINEER

RECEIVED
MAR 7 1961
FOR FILING
I-80N-8(10)372
II 5863

Files

March 6, 1961

Office of the Solicitor
U. S. Department of Labor
Washington 25, D. C.

Gentlemen:

Reference is made to Labor Decision No. Y-14121, Code DB-FAHA, pertinent to Oregon FA Project I-80N-8(10)372, Ontario-Idaho Line Roadside Improvement, Malheur County.

We failed to request rate per hour for Plumbers, and herewith request establishment of a rate for that classification.

We are advised that the area comes under the jurisdiction of a local union at Boise, Idaho; and we are informed that the recognized rate for Ontario, Oregon is the same, namely: $3.70 per hour plus $0.10 per hour paid the employee in lieu of vacation, or a total basic rate of $3.80 per hour.

We would appreciate early receipt of a supplemental decision establishing the rate of pay for Plumbers on the above-named project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

cc: L. H. Young

RECEIVED
MAR 24 1961
FOR FILING
I-80N-8(10)272
8863

February 28, 1961

Mr. Richard E. Warren
District Salesman
Waterworks Equipment Company
P. O. Box 1956
Boise, Idaho

Re: Roadside Improvement
Ontario - Idaho Line
Old Oregon Trail Highway

Dear Mr. Warren:

I am replying to your letter of February 22, concerning the use of Aqua-Dial equipment on the above mentioned project.

An amendent specification letter is being sent to all bidders. This will permit the use of hydraulic controls in accordance with the amended specifications. A copy of this will also be sent to you.

Very truly yours,

Mailed by T. O'Neil

M. A. Nicola, Chief
Plans and Design

LAMilg
cc: Forrest Cooper
A. F. Parsons
L. C. Thompson

Delivered to Mail Room
8:35 - 2/28/61

RECEIVED
MAR 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Waterworks EQUIPMENT COMPANY

P. O. BOX 234 902 W. 3rd SOUTH DAvis 8-8511 SALT LAKE CITY 10, UTAH
P.O. Box 1956 ---------- Boise, Idaho

February 23, 1961

Oregon State Highway Dept.
Salem, Oregon

Subject: Roadside Improvement Project
Section - Ontario-Idaho
Highway - Old Oregon Trail
County - Malheur
Bid Date - March 7, 1961

Gentlemen:

We are currently working with several local contractors on the sprinkling system proposed in the above project. A question has arisen regarding the automatic control system indicated in your plans and specifications on this project. As nearly as we can determine from working with our local contractors there are no local suppliers who sell and/or service electric solenoid type automatic controls. In addition we have found from our own personal experience that considerable maintenance is required in order to keep solenoid type valves operable particularly if there is the least bit of sand or dirt in the water supply system. We have not run into similar difficulties using hydraulic equipment.

We are the local distributors for automatic controls and hydraulic valves as manufactured by the Aqua-Dial Company of Newport Beach California. We furnish and service these items of equipment through out Western Idaho and Malheur County Oregon. I am enclosing with this letter a copy of our catalog describing this material. This is the type of sprinkling equipment installed in domestic sprinkler systems here in the Boise area and also in a number of commercial installations. We stock these materials in Boise, Idaho.

What we would like to know is if it would be possible to make a substitution of our Aqua-Dial equipment on this particular job. We would propose to furnish in accordance with your specifications the Aqua-Dial series 525 automatic controller arranged in such a way as to run either 20 or 32 stations as you require. The valve which we would use would be an Aqua-Dial #5110 hydraulic diaphragm operated valve. We would replace the electrical conduits which you show going to each valve with one-quarter inch copper or

semi-rigid plastic control tubes. These tubes would then operate the automatic valves from the controller which would be located as you have shown. This would be essentially the only change which would be required. We would still install the valves in the valve boxes as you have indicated them but we would furnish the valves with drain provisions so that they could be readily drained in the fall. Some maintenance is going to be required every fall in order to winterize this particular installation and you would find that the work involved would be no more using Aqua-Dial equipment than it would be using solenoid type valves.

As far as the sprinkler heads themselves, we will be able to bid Buckner sprinklers as per your specification. We are also the local distributors and we sell and service all types of Buckner equipment in this area. As a consequence, we hope that as the job is installed and if we are successful, that we will be able to assist your local district people in future maintenance on this particular project.

We are very pleased to see this type of installation proposed since we feel that it is a very good answer to the landscaping problems that are going to occur on the Interstate Highway System. We have done considerable work of this nature in the Utah area.

Thank you very much for your assistance. We would appreciate hearing from you just as soon as possible so that we can complete our quotations to contractors prior to bid opening on March 7th. Could you please send us a list of bidders. Thank you.

Yours truly,

WATERWORKS EQUIPMENT COMPANY

Richard E. Warren
District Salesman

REW:rp

cc: Mr. A.F. Parsons, Division Engineer
La Grande, Oregon

Mr. E.S. Thompson, Resident Engineer
Ontario, Oregon

RECEIVED
FEB 14 1961
FOR FILING
I-80N-8(10)372
5863

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

February 10, 1961

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-8(10)372

We have today approved the P. S. and E. documents for Oregon Project I-80N-8(10)372, Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

This is to authorize your advertising for bids.

RECEIVED
MAR 16 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

I-80N-8(10)372
5863

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 9, 1961

Mr. C.G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Subject: Right of Way Status
Proposed Bid Opening
March 7, 1961

Dear Sir:

All rights of way have been acquired and entry rights obtained on the following projects which are tentatively scheduled for March 7 bid opening:

Ontario-Idaho Line Section: Roadside Improvement

Powers Junction-Sugarloaf Mountain Section: Structures.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

26-1059 N. E. 71st Ave.-N.E. 99th Ave. 1961
(Portland) Section of the Sandy Hwy.
#5864 Multnomah Co.

RECEIVED
JUL 5 1961
FOR FILING

5864

July 3, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5864 for paving the NE 71st Ave. - NE 99th Ave. Section (Portland) on the Sandy Blvd. Highway, Multnomah county, was completed by the contractor, Porter W. Yett, Oreg. Ltd., on May 17, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $999.41 will be released to the contractor on or after July 10, 1961. The total contract amount is $33,659.11, of which amount $345.40 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Porter W. Yett, Oreg. Ltd.,
6500 NE Ainsworth
Portland 13
Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 2, 19 61

Section N.E. 71st Ave/-N.E. 99th Ave.

Kind of work Paving

Highway Sandy Blvd. County Multnomah

Section prefix 26-1059

Contractor Porter W. Tett Oregon Ltd.

Contract number 5864

Date of contract March 10, 1961

Specified work days 50

Date work started April 11, 1961

Work days used 16

Project authorization . . . . . $ 39,246.75
Exclusive of engineering . . . . $ 36,455.87

Per cent of time elapsed 32 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 34,438.88

Estimated per cent overrun or underrun . . . . . 5.53 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,790.88

Engineering cost to date $ 2,383.52, 85.4 %

Date project was completed May 17, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	-	100%	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final Estimate was submitted on Friday June 2, 1961.

This is the final weekly report on this project.

CONSTRUCTION DIVISION
RECEIVED
JUN 5 1961
NOTED: CY WRE ACE COE

Noted
W. N. Jave

NOTED

Signed

Address P.O.Box 4699 Sellwood Station, Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	-	-	-	1.58	1.58
Miles partially completed	-	-	-	1.58	1.58
Miles completed	-	-	-	1.58	1.58
Total estimated quantities (contract)	-	-	-	6.0 T	5,700 T
Total quantities corrected to date	-	-	-	6.26 T	5,698.635 T
Estimated quantities moved or placed to date	-	-	-	6.26 T	5,698.635 T
Average daily quantities	-	-	-	-	-
Average daily quantities necessary to complete project on time	-	-	-	-	-
Number shifts per day	-	-	-	-	-
Hours per shift	-	-	-	-	-
Average force on project for week	-	-	-	-	-
Men					-
Supervision					-
Men and trucks under 3 tons					-
Men and trucks over 3 tons					-
Men and tractors					-
					-

Equipment used during week: Shovels ...-..., Power graders ...-..., Rollers ...-..., Mixers ...-..., Crushing or screening plants ...-...

Compressors ...-..., Bulldozers ...-..., Compaction rollers ...-..., ...-..., ...-..., ...-...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Hot		
Friday	Hot		
Saturday			

RECEIVED
APR 3 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

26-1057
1 X 44

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD T. LINDAS
CHIEF COUNSEL

March 31, 1961

Porter W Yett, Oreg. Ltd.,
6500 NE Ainsworth
Portland 18
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5864, awarded March 10, 1961, for paving NE 71st Ave. -NE 99th Ave. Section (Portland) on Sandy Boulevard Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

29-1071 Clatsop Co. Line-Washington Co. Line
Section of the Sunset Hwy. Paving.
#5865 Tillamook Co. 1961

RECEIVED
AUG 2 1961
FOR FILING

5865

August 1, 1961

Great American Insurance Co.;
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5865 for paving the Clatsop County Line-Washington County Line Section of Sunset Highway in Tillamook County was completed by the contractor, K. F. Jacobsen & Co. Inc., on May 24, 1961, and was formally accepted by the Highway Commission on June 9, 1961.

Final payment in the amount of $1,711.07 will be released to the contractor on or after August 8, 1961. The total contract amount is $65,834.20, of which amount $804.44 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: K. F. Jacobsen & Co. Inc.

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 17, 1961

Section Clatsop Co. Line-Wash. Co. Line — Kind of work Paving

Highway Sunset — County Tillamook — Section prefix 29-1071

Contractor K.F. Jacobsen & Co. Inc. — Contract number 5865

Date of contract March 10, 1961 — Specified work days 80

Date work started April 4, 1961 — Work days used 26

Project authorization $78,996
Exclusive of engineering . . . . $73,378 — Per cent of time elapsed 32.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 66,252.55

Estimated per cent XXXXXX or underrun . . . . . 9.7 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 5,617

Engineering cost to date $ 5,000, 89.01 % — Date project was completed May 24, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					COMPLETED	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Submitted semi-final estimate to the division office Tuesday.

NOTED

C. E. PAULSEN

Signed James W. Erhart

Address P.O. Box 282, Beaverton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.5
Miles partially completed					
Miles completed					2.5
Total estimated quantities (contract)					7,060
Total quantities corrected to date					6,765
Estimated quantities moved or placed to date					6,765
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
APR 3 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUIERY, SECRETARY
SALEM

29-1071
5865

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 31, 1961

K. F. Jacobsen & Co. Inc.,
1107 North Russell St.,
Portland 17
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5865, awarded March 10, 1961, for paving the Clatsop County Line-Washington County Line Section of Sunset Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

33-8310 Dufur-Maupin Rock Production Proj.
on The Dalles-Calif. Hwy. 1961
#5866 Wasco Co.

RECEIVED
JUL 27 1961
FOR FILING

5966

July 25, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5866 for the Dufur-Maupin Rock Production Project on The Dalles-California Highway in Wasco County was completed by the contractor, Cody Logging Co., on June 7, 1961, but has not as yet been accepted by the Commission

Final payment in the amount of $658.01 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,090.73, of which amount $156.99 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

cc: Cody Logging Co.,
Route 1, Box 116
Tygh Valley
Oregon

Form E-1—(Rev.)—10M—2-59

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10, 1961, 19

Section Dufur-Maupin

Highway The Dalles-Calif. County Wasco

Contractor Cody Logging Co.

Date of contract March 10, 1961, 19

Date work started March 27, 1961, 19

Project authorization $24,918.75
Exclusive of engineering $22,150.00

Kind of work Rock Production

Section prefix 33-8310

Contract number 5866

Specified work days 75

Work days used 57

Per cent of time elapsed 76 %

Estimated cost of completed project, exclusive of engineering $ 22,150

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,772.00

Engineering cost to date $2,550, 1.43 %

Date project was completed June 7, 1961, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed crushing ¼"-#10 aggregate about 10:00 A.M. wednesday. They worked three shifts all this week in order to finish it up. They will have finished all of the rock Wasco county wants by friday and then start their cleanup of quarry site. There will be quite a bit of rock to be moved to the county's stockpile site as they have been stockpilling it at our quarry site.

Final Report

CONSTRUCTION DIVISION
RECEIVED
JUN 12 1961
NOTED- CE ACE ACE COE

NOTED
[illegible] A. CHILS

Noted
M. N Juve

Signed M.D. Glenn

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,000 cy.		
Total quantities corrected to date			10,000		
Estimated quantities moved or placed to date			10,000		
Average daily quantities			200		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			3		
Hours per shift			8		
Average force on project for week			12		
Men			9		
Supervision			3		
Men and trucks under 3 tons			3		
Men and trucks over 3 tons			1		
Men and tractors			2		

Equipment used during week: Shovels ....1...., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1.....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cldy.		
Monday	cldy.		
Tuesday	cldy-shwrs.		
Wednesday	fair-warm		
Thursday	cldy		
Friday	cldy		
Saturday			

RECEIVED
MAY 11 1961
FOR FILING

33 8310
5966

May 11, 1961

Hon. James A. Hunt
Wasco County Judge
Courthouse
The Dalles, Oregon

Dear Sir:

This is to confirm Mr. Swenson's telephonic conversation with you regarding your purchase of crushed rock from the State's contractor on the Dufur-Maupin rock production project.

We are pleased to give Wasco County permission to negotiate with the Cody Logging Company, contractor on the Dufur-Maupin rock production project, Contract No. 5866, for the purchase of 12,000 cubic yards of crushed rock. There will be no royalty charge by the State for rock used out of the state-owned source.

Very truly yours,

R. H. Williams
State Highway Engineer

By

P. K. Stephenson
Assistant State Highway Engineer

cc Mr. I. A. De France
Attention Mr. John Phillips

Mr. C. G. Swenson

er

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1961

To: Mr. P. M. Stephenson
O F F I C E

SUBJECT: Request from Wasco County for purchase of 12,000 cu. yds. of crushed rock on the Dufur-Maupin Rock Production project, Contract No. 5866, The Dalles-California Highway Wasco County

Attached is a rough draft of a suggested letter to Judge Hunt on the above subject.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: G. S. Paxson

RECEIVED
MAY 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1961
COMMISSIONERS

FOR FILING

KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

33-8210
5866

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 5, 1961

Cody Logging Co.,
Route 1, Box 116
Tygh Valley,
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5866, awarded March 10, 1961, for the Dufur-Maupin Rock Production Project on The Dalles-California Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

33-1071 S. Unit, Shaniko-The Dalles-Calif.
Jct. Section of the Sherman Hwy.
#5867 SW of Shanigo. Paving. 1961

RECEIVED
AUG 8 1962
FOR FILING

5867

August 8, 1962

Great American Insurance Co.,
Wells-Reed-Wood-West Insurance Co.,
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Contract #5867 awarded to E. H. Rochner Co., for paving on the South Unit of the Shaniko-The Dalles-California Highway Jct. Section of the Sherman Highway in Wasco County was completed on July 10, 1962, but has not yet been accepted by the Highway Commission.

Final payment, in the amount of $2,367.23 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $77,839.35 including $724.28 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: E. H. Rochner Co.,
P. O. Box 31
Molalla
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 14, 1962

Section S. Unit, Shaniko-The Dalles-Calif. Jct. Kind of work Paving

Highway Sherman County Wasco Section prefix 33-1071

Contractor E. H. Itschner Co. Contract number 5867

Date of contract March 10, 1961 Specified work days 100

Date work started May 2, 1961 Work days used 140

Project authorization . . . . . $ 96,055.88 Per cent of time elapsed 140 %
Exclusive of engineering . . . . $ 89,255.24

Estimated cost of completed project, exclusive of engineering . . . . . $ 89,255.24

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization . . . . $ 6,830.64

Engineering cost to date $ 3,000.00, 43.9 % Date project was completed July 10, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None		None		None	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project was nearly completed on Monday, however a couple of hours run on Tuesday was necessary to complete.

Summary:

June 12, 1961, Contractor started crushing.
July 3, 1961, Crushing completed.
June 28, 1962, Paving started
July 10, 1962, Paving completed.

Semi-final estimate will be submitted to Div. Office next week.

Noted
M. N. J.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 16 1962
NOTE: ☐ CE ☒ B ☐ C-E

NOTED

Signed R. H. Clark

Address Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			5.0		5.0
Miles partially completed					
Miles completed			5.0		5.0
Total estimated quantities (contract)			10,000		10,100
Total quantities corrected to date			10,560		Same
Estimated quantities moved or placed to date			10,560		10,100
Average daily quantities			1,056		1,122 (9)
Average daily quantities necessary to complete project on time			Complete		Complete
Number shifts per day					1
Hours per shift					10
Average force on project for week					16
Men					10
Supervision					2
Men and trucks under 3 tons					
Men and trucks over 3 tons					4
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers 1, 1 Loader, 1 Paving Plant, 2 Paving Machines.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair & Warm		
Tuesday	" "		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 21 1961
FOR FILING
C
O
P 5867
V

Salem, Oregon
July 21, 1961

Mr. C. H. Maison
Auditor
O f f i c e

Attached is a conformed copy of an agreement between the State Highway Commission, E. H. Itschner Company and the Great American Insurance Company providing for assignment of contracts #5854 and #5867 from E. H. Itschner Company, a partnership, to E. H. Itschner Company, an Oregon Corporation.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to E. H. Itschner Company and one to the Great American Insurance Company.

Secretary

rm
Attach: 1

RECEIVED
JUL 11 1961
FOR FILING

3967

6-9-61

June 14, 1961

Great American Insurance Company
Wells-Reed Insurance Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Our records show that your company furnished the performance bond with our Contract No. 3854, awarded to E. H. Itschner Company for paving the John Day-Prairie City section of the John Day Highway in Grant County; and with our Contract No. 3967, awarded to E. H. Itschner Company for paving on the South Unit, Nemike-The Dalles California Junction section of the Sherman Highway in Wasco County. These contracts were issued to the Itschner Company as partnership.

They have requested that these two contracts be assigned from the partnership to E. H. Itschner Company, Incorporated. This request was approved by the State Highway Commission at its meeting on June 9, contingent upon approval by your company as surety.

Attached is a copy of the Assignment. Will you please indicate your approval on the attached copy of this letter and return it to us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rv
Attach.

cc: Great American Insurance Co., 320 California St., SanFrancisco 4, Calif.
Great American Insurance Co., Portland Service Bldg., 407 Failing Bldg.
L. I. Lindas
Dorothy Cook

Approved _____

Other action _____

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS, That in consideration of the sum of ONE DOLLAR and other good and valuable consideration in hand paid by E. H. ITSCHNER CO., an Oregon corporation, to the undersigned, receipt of which is hereby acknowledged, the undersigned do hereby sell, assign and transfer all their right, title and interest in and to those certain contracts as follows:

That certain contract made and entered into by and between the undersigned and the State of Oregon, by and through its State Highway Commission, being Contract # 5854, awarded March 10, 1961, for paving the John Day-Prairie City Section of the John Day Highway in Grant County, and in and to

That certain Contract made and entered into by and between the undersigned and the State of Oregon, by and through its State Highway Commission, being Contract # 5867, awarded March 10, 1961, for paving the South Unit of the Shaniko-The Dalles-California Hwy. Jct. Section of Sherman Highway in Wasco County;
both the said contracts pertaining to highway construction and the improvement in the State of Oregon.

That nothing herein is to be construed of relieving the undersigned from partnership and personal liability by reason of the terms and conditions imposed upon said contracts by the undersigned, and the acceptance of this assignment by E. H. Itschner Co., shall subject the said company to all the requirements of said contracts and or either of them, which obligations said corporation hereby agrees to assume and comply with in all particulars.

IN WITNESS WHEREOF, the undersigned have hereunto set their hands and seals this 23rd day of May, 1961.

E. H. ITSCHNER CO., a co-partnership,

By: E. H. Itschner

Norman A. Itschner

N. A. Itschner

STATE OF OREGON)
) ss
County of Clackamas)

On this 23rd day of May, 1961, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named D. R. Itschner and Norman Itschner, who are known to me to be the identical individuals described in and who executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon
My commission expires: _____

ACCEPTANCE OF ASSIGNMENT

The undersigned, E. H. ITSCHNER CO., a corporation, acting pursuant to its Board of Directors, has hereby caused this Assignment to be accepted through the signatures of its President and its Vice-President, and do hereby undertake and assume all the responsibility of said contracts, and do agree to comply faithfully therewith and to conform same and recognize that this acceptance of assignment shall in no way relieve D. R. Itschner and Norman Itschner, also known as N. Itschner, doing business as E. H. Itschner, Co., an assumed name, from their partnership and personal liability and responsibility to faithfully comply with the terms of said contract and to well and truly perform same.

IN WITNESS WHEREOF, E. H. ITSCHNER CO., a corporation, has caused its lawful corporate seal to be hereunto affixed and its name to be hereto subscribed by the hands of its President and Vice-President this 23rd day of May, 1961.

E. H. ITSCHNER CO., a corporation

By: D. R. Itschner
President

Norman Itschner
Vice-President

STATE OF OREGON)
)
County of Clackamas)

On this 23rd day of May, 1961, before me appeared D. R. Itschner and Norman Itschner, both to me personally known, who being duly sworn, did say the he, the said D. R. Itschner, is the President of E. H. Itschner Co., the within named Corporation, and that he, Norman Itschner, is the Vice-President of the within named Corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and D. R. Itschner and Norman Itschner ackowledge said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Ethelmae M. Riley
Notary Public for Oregon
My commission expires: 9-22-63

RECEIVED
APR 27 1961
COMMISSION BOARD

FOR FILING

M. K. McIVER, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
GLENN L. JACKSON, MEMBER
Medford

FLOYD QUERY, SECRETARY
Salem

33-1071
5867

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

April 27, 1961

E. H. Itschner Co.,
Route 3, Box 48
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5867, awarded March 10, 1961, for paving the South Unit of the Shaniko-The Dalles-California Hwy. Jct. Section of Sherman Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

I-80N-7(9) Baker-Pleasant Valley Sect. of
306 Old Oregon Trail Hwy. SE of
4968 Baker. Signing & Pav. 1961

417

December 2, 1946

NOTED
LLOYD P. SHAW

RECEIVED
NOV 4 1963
FOR FILING

I 5N 7(9) 306

5868

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 21, 1963

SUBJECT:

To: Mr. A. F. Parson, Division Engineer
P. O. Box 850
Oregon State Highway Department
La Grande, Oregon 97850

This is to advise you that the following section of highway has been completed and opened to traffic:

Section Baker-Pleasant Valley

Highway Old Oregon Trail, No. 6

County Baker

Pursuant to an abandonment agreement between the State and Baker County dated (pending signature), the County shall accept jurisdiction over and maintain as part of the county road system Unit A of the old right-of-way and the State shall place the old highway in serviceable condition before turning it over to the county.

Inasmuch as the Highway Commission will adopt a resolution in the near future abandoning these portions of old right-of-way to the county, please contact the county to inspect and correct any deficiencies in the old highway before it is given to the county.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

cc: I. A. DeFrance
J. B. Bangert, DMS
H. S. Cox

NOTED
LLOYD P. SHAW

RECEIVED
OCT 16 1963
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
PORTLAND
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

N-1(1)-2

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 8, 1963

California Metal Enameling Co.
6904 E. Slauson Avenue
Los Angeles, California

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that a porcelain enamel sign of your manufacture, located on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway, Interstate 80N, has proven defective as shown by excessive discoloration from normal atmospheric conditions, contrary to the provisions of your guarantee. This sign was manufactured in August 1962 and was installed by Traffic Safety Supply Co., under Contract No. 5868, and is further identified as follows:

Message	Station
PLEASANT VALLEY EXIT 1 MILE	750

This letter constitutes a formal demand that you replace the defective sign above designated, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
cc: Tom Edwards
F. B. Crandall
E. S. Hunter
R. N. Bothman
F. D. Morgan
A. F. Parson
L. I. Lindas
Traffic Safety Supply Co.

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1963
FOR FILING

I-2N-7(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

Section: Baker - Pleasant Valley

Highway: Old Oregon Trail Highway I-80-N US 30

Contract No.: 5868 Guarantee No.: III

Contractor: Traffic Safety Supply Co.

Manufacturer: California Metal Enameling Co.
6904 E Slauson Ave.
Los Angeles, California

Date Manufactured: August 1962

Sign No.	TED Dwg. No.	Station	Message	Failure
3	S 147	750	PLEASANT VALLEY EXIT 1 MILE	Excessive Discoloration

L. E. George
Sign Engineer

LEG:nk

cc: Tom Edwards
Traffic Engineer
Maintenance Engineer
Division Engineer Div. V

RECEIVED
MAY 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 5 - 1963
FOR FILING

Monthly transaction number

Project report number
11

Form 2A (5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State
Oregon

County
Baker

Project number
I-80N-7(9)306

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 17, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 1,110,215.00

Revised Federal funds $ 1,013,115.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29 day of March, 1963.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
Division Engineer

By: L. R. Backlund
L. R. Backlund,
Administrative Manager

USComm-DC 11170

March 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Baker-Pleasant Valley Section, Project No. I-80N-7(9)306.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHC:bb

5-17-61

RECEIVED
MAY 19 1961

Monthly Transaction No.

Form [illegible]-2 (9-1[illegible])

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Baker

Project Report No.
FOR FILING
I-80N-7(9)306

FEDERAL-AID PROJECT AGREEMENT

Project No. I-80N-7(9)306

5868

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 30 Baker to Pleasant Valley

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-20-61	4.9
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 1,094,318	$ 1,005,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: [signature]
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 17, 1961

USComm-DC 40257

May 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the Baker-Pleasant Valley Section, Project No. I-80N-7(9)306.

Very truly yours,

W. C. Williams
State Highway Engineer

by

R. L. Porter
Office Engineer

RNC:or

March 23, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Baker-Pleasant Valley Section, Project No. I-80N-7(9)306.

Very truly yours,

W. C. Williams
State Highway Department

By

R. L. Porter
Office Engineer

RLPC:jb

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(9)306

BAKER-PLEASANT VALLEY SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 23, 1961

Type Code 6201
2 Lane Roadway (Sta. 186+71.83 to Sta. 446+37.19)(Contract No. 5366)

Drainage Excavation, Unclassified	10	cu.yd.	$ 5.00	$ 50.00
General Excavation, Unclassified	29,750	cu.yd.	0.55	16,362.50
8-inch Corrugated Metal Pipe	44	lin.ft.	3.00	132.00
15-inch Corrugated Metal Pipe	120	lin.ft.	4.00	480.00
18-inch Corrugated Metal Pipe	110	lin.ft.	4.50	495.00
15-inch Culvert End Section	1	only	50.00	50.00
Metal Guard Rail	17,200	lin.ft.	2.08	35,776.00
Guide Post, Type M-2	160	only	7.00	1,120.00
Type 1 Fence	230	rods	5.00	1,150.00
Coarse Crushed Material in Base	78,500	ton	1.30	102,050.00
3/4" - 0 Material in Base	18,850	ton	1.40	26,390.00
Sprinkling	1,800	M-gal.	2.00	3,600.00
Preparation of Base	All Required (40%)			1,920.00
3/4" - 0 Material in Binder Course	670	cu.yd.	3.45	2,311.50
MC-2 Asphalt	106	ton	50.00	5,300.00
Asphaltic Concrete Mixture	27,200	ton	3.45	93,840.00
Asphalt in Mixture	1,500	ton	38.00	57,000.00
Asphaltic Concrete Markers, Type "L"	130	lin.ft.	1.00	130.00
9-inch Concrete Surfacing	120	sq.yd.	7.00	840.00
				$348,997.00
Flagging (57¢ of Contractor's Cost)	All Required			700.00
			Subtotal	$349,697.00
			10% Engr. & Cont.	34,969.00
			Total	$384,666.00

Length of 2 Lane Roadway - - - - - - - - - 4.918 Miles
Cost of Roadway Per Mile - - - - - - - - - $70,895.89

Type Code 6201
4 Lane Roadway (Sta. 446+37.19 to Sta. 725+00)(Contract 5068)

General Excavation, Unclassified	7,450	cu.yd.	$ 0.55	$ 4,097.50
Metal Guard Rail	16,000	lin.ft.	2.08	33,280.00
Metal Median Barrier	7,150	lin.ft.	3.34	23,881.00
Guide Posts, Type Y-1	290	only	6.00	1,740.00
Guide Posts, Type Y-2	70	only	7.00	490.00
Guide Posts, Type Y-3	4	only	7.50	30.00
Type 1 Fence	480	rods	5.00	2,400.00
Type 2 Fence	44	rods	6.00	264.00
14-foot Cattle Guard	1	only	1,900.00	1,900.00
Coarse Crushed Material in Base	152,500	ton	1.30	198,250.00
3/4" - 0 Material in Base	35,550	ton	1.40	49,770.00
Sprinkling	3,600	M-gal.	2.00	7,200.00
Preparation of Base	All	Required (52%)		2,080.00
3/4" - 0 Material in Binder Course	1,340	cu.yd.	3.45	4,623.00
MC-2 Asphalt	208	ton	50.00	10,400.00
Asphaltic Concrete Mixture	52,200	ton	3.45	180,090.00
Asphalt in Mixture	2,870	ton	38.00	109,060.00
Asphaltic Concrete Traffic Markers, Type "L"	540	lin.ft.	1.00	540.00
Removal of Existing Sign Installation	All	Required		200.00
Furnish 8" BP 36# Steel Piling	205	lin.ft.	5.50	1,127.50
Drive Steel Piles	15	only	110.00	1,650.00
Metal Sign Posts	All	Required		700.00
Metal Sign Supports	All	Required		700.00
Wood Sign Posts	All	Required		1,250.00
Type "A" Signs in Place	735	sq.ft.	7.25	5,328.75
Type "B" Signs in Place	72	sq.ft.	7.73	556.56
Type "C" & "D" Signs in Place	590	sq.ft.	3.35	1,976.50
Type "g", "p" & "G" Signs in Place	58	sq.ft.	4.00	232.00
Type "J" Signs in Place	21	sq.ft.	7.00	147.00
				$643,963.81
Flagging (57½% of Contractor's Cost)	All	Required		800.00
Cattle Guard (Painted)	All	Required		375.00
		Subtotal		$645,138.81
		10% Engr. & Cont.		64,513.19
		Total		$709,652.00

Length of 4 Lane Roadway - - - - - - - - - 5.074 Miles
Length of 1 Structure - - - - - - - - - - 0.027 Mile
Length of 2 Structures - - - - - - - - - - 0.179 Mile (Exception)
Total Length - - - - - - - - - - - - - - - 5.280 Miles
Cost of Roadway Per Mile - - - - - - - - - $139,860.46

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$ 384,666.00	$ 353,000.00	$ 31,666.00
4 Lane Roadway	709,652.00	652,000.00	57,652.00
	$1,094,318.00	$1,005,000.00	$ 89,318.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(9)306

BAKER-PLEASANT VALLEY SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 16, 1961

Type Code 6201
2 Lane Roadway (Sta. 186+71.83 to Sta. 446+37.19)

Drainage Excavation, Unclassified	10	cu. yd.	$ 3.00	$ 30.00
General Excavation, Unclassified	29,750	cu. yd.	0.50	14,875.00
8-inch Corrugated Metal Pipe	44	lin. ft.	2.50	110.00
15-inch Corrugated Metal Pipe	120	lin. ft.	4.25	510.00
18-inch Corrugated Metal Pipe	110	lin. ft.	5.00	550.00
15-inch Culvert End Section	1	only	45.00	45.00
Metal Guard Rail	17,200	lin. ft.	2.50	43,000.00
Guide Post Type W-2	160	only	7.50	1,200.00
Type 1 Fence	230	rods	5.50	1,265.00
Coarse Crushed Material in Base	78,500	ton	1.25	98,125.00
3/4" - 0 Material in Base	18,850	ton	1.35	25,447.50
Sprinkling	1,800	M-gal.	3.00	5,400.00
Preparation of Base	All Required			2,400.00
3/4" - 0 Material in Binder Course	670	cu. yd.	3.50	2,345.00
MC-2 Asphalt	106	ton	48.00	5,088.00
Asphaltic Concrete Mixture	27,200	ton	3.30	89,760.00
Asphalt in Mixture	1,500	ton	36.00	54,000.00
Asphaltic Concrete Markers Type "L"	130	lin. ft.	0.75	97.50
9-inch Concrete Surfacing	120	sq. yd.	7.50	900.00
				$345,148.00
Flagging (57½% of Contractor's Cost)	All Required			700.00
	Subtotal			$345,858.00
	10% Engr. & Cont.			34,585.00
		Total		$380,443.00

Length of 2-lane Roadway . . . . . 4.918 Miles

Cost of Roadway Per Mile $77,357.25

Type Code 6201
4-Lane Roadway (Sta. 446+37.19 to Sta. 725+00)

General Excavation, Unclassified	7,450	cu.yd.	$ 0.50	$ 3,725.00
Metal Guard Rail	16,000	lin.ft.	2.50	40,000.00
Metal Median Barrier	7,150	lin.ft.	3.75	26,812.50
Guide Posts Type W-1	290	only	6.75	1,957.50
Guide Posts Type Y-2	70	only	7.75	542.50
Guide Posts Type Y-3	4	only	8.50	34.00
Type 1 Fence	480	rod	5.50	2,650.00
Type 2 Fence	44	rod	6.50	286.00
14-foot Cattle Guard	1	only	1,250.00	1,250.00
Coarse Crushed Material in Base	152,500	ton	1.25	190,625.00
3/4" - 0 Material in Base	35,550	ton	1.35	47,992.50
Sprinkling	3,600	M-gal.	3.00	10,800.00
Preparation of Base	All	Required		2,600.00
3/4" - 0 Material in Binder Course	1,340	cu.yd.	3.50	4,690.00
MC-2 Asphalt	208	ton	48.00	9,984.00
Asphaltic Concrete Mixture	52,200	ton	3.30	172,260.00
Asphalt in Mixture	2,870	ton	36.00	103,320.00
Asphaltic Concrete Traffic Markers Type "L"	540	lin.ft.	0.75	405.00
Removal of Existing Sign Installation	All	Required		100.00
Furnish 8" BP 36# Steel Piling	205	lin.ft.	5.30	1,086.50
Drive Steel Piles	15	only	74.00	1,110.00
Metal Sign Posts	All	Required		866.00
Metal Sign Supports	All	Required		1,000.00
Wood Sign Posts	All	Required		1,147.00
Type "A" Signs in Place	735	sq.ft.	7.95	5,843.25
Type "B" Signs in Place	72	sq.ft.	8.05	579.60
Type "C" & "D" Signs in Place	590	sq.ft.	4.25	2,507.50
Type "E", "F" & "G" Signs in Place	58	sq.ft.	4.90	284.20
Type "J" Signs in Place	21	sq.ft.	9.00	189.00
				$634,637.05
Flagging (57½% of Contractor's Cost)				800.00
Cattle Guard (Painted)				375.00
				$635,812.05
	10%	Engr. & Cont.		63,580.95
		Total		$699,393.00

Length of 4-Lane Roadway	5.074 Miles
Length of 1 Structure	0.027 Mile
Length of 2 Structures	0.179 Mile (Exception)
Total Length	5.280 Miles
Cost of Roadway Per Mile	$137,838.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$ 380,443.00	$346,000.00	$ 34,443.00
4-Lane Roadway	699,393.00	637,000.00	62,393.00
	$1,079,836.00	$983,000.00	$ 96,836.00

RECEIVED
JAN 25 1963
FOR FILING

I 30 N-7(9) 306

January 24, 1963

General Insurance Company of America
Portland Service Office
209 Southwest Fourth Avenue
Portland 4, Oregon

Gentlemen:

Reference is made to our letter of January 21 to your office concerning the final payment of the Frank G. Baulne, Inc. contract 5868 in Baker County.

This letter stated, "you have been previously advised that a claim has been filed with us". Our records show that the Traffic Safety Supply Company filed a claim on this contract on August 3, 1962; however, they informed us by letter on August 9, 1962 to set their claim aside.

As of this date, we have no record of any claim against this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Frank G. Baulne, Inc.
P. O. Box 84
Yardley, Washington

RECEIVED
JAN 22 1963
FOR FILING

January 21, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #5868 awarded to Frank G. Baulne, Inc., for paving-signing on the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County was completed on September 11, 1962, and accepted by the Highway Commission on January 18, 1963.

Final payment, in the amount of $30,644.58 will be released to the contractor after January 28, 1963. The total contract amount is $1,010,442.91 including $4,935.10 for work performed under force account.

You have been previously advised that a claim has been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank G. Baulne, Inc.,
P. O. Box 84
Yardley
Washington

cc: C. H. Maison

RECEIVED
JAN 21 1963
FOR FILING

5767

January 18, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed September 11, 1962, on Contract 5868. The contract was with Frank G. Baulne and was for paving and signing on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1963, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan

LPS:ajw bbc

Surety letter written 1/2/63

FORM E-30 50M 7-60 20288

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1963

SUBJECT: Acceptance of Contract

To:

Mr. L. P. Shaw
Assistant Highway Engineer
O F F I C E

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5868 with Frank G. Baulne, for paving and signing on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, completed September 11, 1962.

L. H. Young
Office Engineer

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
JAN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 1962
FOR FILING

Salem, Oregon
December 6, 1962

Mr. F. D. Morgan
Construction Engineer
O F F I C E

This is to advise you that work was completed on September 11, 1962, on Contract No. 5868, Baker-Pleasant Valley Section, in Baker County.

We request that your office return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer

DBP:bb

Construction Division
Office Endorsement

Date:_____

Conditions noted on above date:

Construction Engineer

RECEIVED
NOV 17 1962
FOR THE

November 13, 1962

Frank G. Baulne, Inc.
P. O. Box 305
Spokane 6, Wn.

Attention: Mr. G. W. Butler

Gentlemen:

In our letter of November 2 to General Insurance Company of America, we erroneously made reference to a claim filed against Contract No. 5868 by Traffic Safety Supply Company. We do have a communication from Traffic Safety Supply Company asking that the claim be set aside.

As of this date, we have no record of any claim against this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

FRANK G. BAULNE, INC.
CONTRACTOR

P. O BOX 305 KEystone 4-7802
PARKWATER STATION
SPOKANE 6, WASHINGTON

Nov.10,1962

Mr.Floyd Query, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of November 2,1962 to the General Insurance Company of America, a copy of which was mailed to us, advising them of the release of all but 3% of the retained percentage on Contract No.5868, Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County,Oregon.

In the last paragraph of your letter you state that they have been previously notified of a claim filed against this contract.

We have no record of a claim against this contract,other than that of the Traffic Safety Supply Company of Portland which claim was immediately released, and we will appreciate your advising us of any claim or claims which have since been filed.

Yours very truly,

Frank G.Baulne,Inc.

By G. W. Baulne
Secy.-Treas.

GWB:sic

RECEIVED
NOV 13 1962
OREGON
STATE HIGHWAY COMMISSION

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 9, 19 62

Section Baker - Pleasant Valley

Highway Old Oregon Trail County Baker

Contractor Frank G. Baulne, Inc.

Date of contract March 10, 19 61

Date work started March 14, 19 61

Project authorization . . . . . $ 1,123,127.79

Exclusive of engineering . . . . $ 1,043,260.92

Kind of work Paving & Signing

Section prefix 601-1049

Contract number 5868

Specified work days 160

Work days used 223

Per cent of time elapsed 139.4 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,040,635.00

Estimated per cent overrun or ~~underrun~~ . . . . . 0.9 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 79,866.87

Engineering cost to date $ 93,583.00, 117 %

Date project was completed Sept. 11, 1962, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Monday.

This is the final weekly report for this project.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 13 1962
NOTED

Signed R.R. Cameron Res.Engr.

Address P.O. Box 269, Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	CEL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.0				9.99
Miles partially completed					
Miles completed	1.0				9.99
Total estimated quantities (contract)	37,200				83,770
Total quantities corrected to date	35,672				78,360
Estimated quantities moved or placed to date	35,672				78,360
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Ptly Cldy		
Thursday	Cloudy		
Friday	Rain		
Saturday			

RECEIVED
OCT 18 1962
FOR FILING

5868

October 17, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

I return herewith the duplicate copies of the agreement covering the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County. We have inserted the acknowledgment of the Highway Commission as requested in your letter of October 16.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Pearson
Deputy State Highway Engineer

CSP:ms
enclosures - 2

bc Mr. Forrest Cooper
Mr. L. I. Lindas

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

OCTOBER 16, 1962

File Ref. D 315 - 2 - 83
D 315 - 2 - 82
D 315 - 2 - 81

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Please refer to my letter of July 18, 1962 concerning agreement covering relocation of the Baker - Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Oregon.

By his letter of October 10, Mr. Lindas returned the duplicate signatory counterparts of the agreement which had been executed by the Highway Commission. We note that the State's usual form of acknowledgment had not been attached in line with request made in our letter of July 18. Will you please arrange for the attachment of this acknowledgment form and then return to me for further handling? The duplicate counterparts are herewith returned.

Yours very truly,

G. H. Baker

encs.

cc: Mr. L. I. Lindas,
Chief Counsel
Oregon State Highway Commission
Salem 10, Oregon

RECEIVED
OCT 17 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1962
FOR FILING

October 11, 1962

Mr. A. W. Peterson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering regrading and compacting shoulders on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Contract No. 5868, in connection with Federal-Aid Project No. I-80E-7(9)306.

Traffic was traveling over the base lift of paving for several months after shutting the job down in the fall. It was necessary to do extra work to reshape and compact the shoulders before paving. This order is to settle the contractors claim for the extra work involved and has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:jb

Enc.

RECEIVED
SEP 17 1962
FOR FILING

5568

September 14, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Sept. 11, 1962, on Contract No. 5568, Baker-Pleasant Valley (paving & signing) Section, in Baker County, in connection with Federal-aid Project No. I-80E-7(9)306.

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

RECEIVED
AUG 16 1962
FOR FILING

August 13, 1962

Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland 2, Oregon

Attention: Mr. R. N. Nelson
General Manager

Gentlemen:

This is to acknowledge receipt of a copy of a letter dated August 9 addressed to Mr. Howell Appling, Secretary of State.

In this letter you asked that your claim in the amount of $13,868.31 be set aside as it was filed too soon.

By copies of this letter, we are advising the surety, the contractor, and the Secretary of State that your request has been noted in our records on Contract No. 5068, awarded to Frank G. Baulne, Inc.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Frank G. Baulne, Inc.
5305 E. Boone Ave.
Yardley, Washington

NOTED ON CARD

Hon. Howell Appling
Secretary of State
121 State Capitol
Salem 10, Oregon

fkn

TRAFFIC SAFETY SUPPLY COMPANY
Manufacturers and Distributors
2324 S.E. UMATILLA ST. PORTLAND 2, OREGON
BElmont 5-8831

August 9, 1962

Mr. Howell Appling
Secretary of State
State Capitol
Salem, Oregon

Re: Oregon State Highway Contract No. 5868
Contractor - Frank G. Baulne, Inc.

Dear Sir:

It is our request that you please set aside the above claim as outlined in our letter of August 3, 1962, copy of which is attached.

We are sorry for the inconvenience in this matter and wish to state that we were quite premature in filing such claim.

Yours very truly,

TRAFFIC SAFETY SUPPLY COMPANY

R. W. Nelson
General Manager

RWN mr
Att.
CC: Mr. Floyd Query, Secty.,
Oregon State Highway Commission
General Insurance Company of America
Frank G. Baulne, Inc.

RECEIVED
AUG 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1962
FOR FILING
5868

August 8, 1962

General Insurance Company of America
209 Southwest Fourth Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $13,866.31 which has been filed with the Secretary of State by Traffic Safety Supply Company for sub-contract on bid items 27 through 37 furnished to Frank G. Saulne, Inc., principal contractor.

This appears to be in reference to the Frank G. Saulne, Inc. contract #5868 paving-signing the Baker-Pleasant Valley Section on the Old Oregon Trail Highway in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
Attachment

cc: R. E. "Eddie" Page, Inc.
2nd at Stevens
Spokane 4, Washington

Frank G. Saulne, Inc.
5305 East Boone Avenue
Yardley, Washington

Commissioners
Mr. Forrest Cooper

NOTED ON CARD
dc

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

August 8, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from R. W. Nelson, General Manager, Traffic Safety Supply Company, 2324 S. E. Umatilla Street, Portland 2, Oregon and filed as of this date, a notice of claim for sub-contract on bid items 27 through 37 in the sum of $13,868.31 against the bond taken from Frank G. Baulne, Inc., principal and General Insurance Company of America, surety, for the work performed, paving and signing, at the job location of Baker-Pleasant Valley Section.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK
Enc.

Cc Pleasant Valley

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

TRAFFIC SAFETY SUPPLY CO.
2324 S. E. Umatilla
Portland 2, Oregon
BE 5-8531

August 3, 1962

Mr. Howell Appling
Secretary of State
State Capitol
Salem, Oregon

Re: Oregon State Highway Contract No. 5868
Contractor - Frank G. Baulne, Inc.

Dear Sir:

Notice is hereby given that the undersigned TRAFFIC SAFETY SUPPLY COMPANY has a claim for sub-contract on Bid Items 27 through 37 in the sum of $13,868.31 against the bond taken from Frank G. Baulne, Inc., principal, and General Insurance Company of America, surety, for the work performed, Paving and Signing, at the job location of Baker-Pleasant Valley Section.

Very truly yours,

TRAFFIC SAFETY SUPPLY COMPANY

R. W. Nelson
General Manager

RWN mr

CC: Mr. Floyd Query, Secty.
Oregon State Highway Commission
General Insurance Company of America
Frank G. Baulne, Inc.

NOTED
FLOYD QUERY

RECEIVED
AUG - 8 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
SEP 10 1962
FOR FILING
I-80N-7(a)
5868

8-9-62
31

August 1., 1962

Frank G. Bains, Inc.,
P. O. Box 84
Yardley
Washington

Gentlemen:

The State Highway Commission, at its meeting on August 7, 1962, discussed with the Engineer your request for an extension of time on contract 5868. You requested 30 additional workdays within which to complete the paving-signing of the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County, without assessment of liquidated damages.

After considering the report recommendation of the Engineer, and other available information, the Commission denied your request for 30 additional workdays without assessment of liquidated damages.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: A. F. Parsons
R. R. Cameron
F. D. Moryan
Bureau of Public Roads
L. H. Young
C. H. Matson

RECEIVED
1962
FOR FILING
5868

August 8, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 4
August 9 Meeting

A request has been received for an extension of time without the assessment of liquidated damages on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway, Contract No. 5868.

The contractor, Frank G. Baulus, Inc., states that he was delayed by actions of the grading and structural contractors. Highway Department records show, however, the contractor requested and received an additional 40 days in 1961, and at no time during 1962 was his contract charged workdays when he did not have area on which he could proceed.

Under the circumstances, we have no alternative but to recommend denial of his request. The Bureau of Public Roads concurs in our recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ajw hlb

RECEIVED
SEP 10 1962
FOR FILING

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays #4

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5868 Contractor Frank G. Baulne, Inc.

Highway Old Oregon Trail

Section Baker-Pleasant Valley

Kind of Work Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows: No days were charged during time that the contractor did not have sufficient work area to work at his total capacity.

Aug 9, 1962 - Request denied
Floyd Ruemy

Recommended for Approval:

A. F. Parson
Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5868

Project designation I-80N-7(9)306 (State-Federal)

Date awarded March 10, 1961

Work started March 14, 1961

Per cent completed 80% June 6, 1962 (Date)

No. of Workdays Allowed 160

No. of Workdays Used 156, June 6, 1962

No. of Added Workdays Requested 30

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 4, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 190 days, within which to complete our Contract No. 5868, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **At the time we requested an extension of forty days to complete the above numbered project we anticipated that bridge and grading contractors would have completed their work and we would have no further delays. Such has not been the case. We have made every effort to complete the work within the 160 days allowed but find now that we will be unable to do so, and respectfully request an additional thirty days for completion.**

Respectfully submitted,

Frank G. Bauline, Inc.
Contractor

By Frank G. Bauline President

CONSENT OF SURETY

Date June 4, 1962

We, General Insurance Company of America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact (R.E.Page)

(SEAL)

Richard V.Grimes
Resident Ag

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE
Salem, Oregon

TO : Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: August 6, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Assistant Division Engineer

SUBJECT: I-80N-7(9)306
Baker-Pleasant Valley

This office concurs with the action recommended in Mr. Porter's letter, dated August 2, concerning the denial of a time extension on the subject project.

AUG 7 1962

NOTED
R. L PORTER

August 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Extension of Time
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Project I-80N-7(9)306

Dear Sir:

We have received from Frank G. Saulns, Inc., contractor on this project, a request for an increase of 30 days in which to complete the project. The contractor cites unspecified delays occasioned by failure of grading and structure contractors, who were working in the same area, as justification for the increase.

Our records show that the contractor asked for, and received, an increase of 40 days for delays which occurred in 1961, and that at no time during 1962 was he charged workdays when he did not have available work area.

Under the circumstances, we have no alternative but to recommend that this request be denied. Will you kindly advise us if you concur.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
F. D. Morgan

CHB:fp:ajw

FORM E-30 SCM 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 1, 1962

SUBJECT: Request for Extension of Time
Baker-Pleasant Valley (Paving)
Old Oregon Trail Highway
Contract No. 5868

To:
Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

Attached is a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract, submitted by Frank G. Baulne, Inc., contractor on this project. The contractor requests an additonal 30 workdays due to delays (unspecified) caused by the grading and structure contractors.

Our records show that the contractor was granted an extension of 40 days in April, 1962 for delays which occurred during 1961. Workdays were not charged on this project in 1962 until paving could proceed (May 1) and the contractor experienced no delays after that date because of lack of working space.

We therefore can find no justification for an additional increase in workdays and recommend that the request be denied.

This has been discussed with the Bureau of Public Roads Area Engineer who concurs in this recommendation.

Rough drafts to the Bureau of Public Roads and to the Highway Commission are attached. The total allowable workdays at the present time is 160. It is anticipated that 202 days will be charged when the project is completed.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:fp
Attach.

RECEIVED
JUL 3 1962
FOR FILING
5868

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1962

To: Mr. O. A. White
Ass't Engineer of Materials
LABORATORY

SUBJECT: Baker-Pleasant Valley
Old Oregon Trail
Contract No. 5868
A. C. Pavement

We have reviewed your letter of July 27 pertaining to asphaltic concrete test results on the subject project.

With regards to immediate sealing of the four designated sections because of a possibly detrimental void content, it is our thinking this should be delayed until the effects of traffic through the remaining warm weather can be observed. At an appropriate time, permeability tests should be made to determine the need for further sealing.

F. D. Morgan
Construction Engineer

by

G. L. Decker
Field Construction Engineer

GLD:db

cc: R. L. Porter attach.
Tom Edwards
A. F. Parson

RECEIVED
AUG 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 11-58 13890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon,
July 27, 1962

SUBJECT: A C Pavement
Baker-Pleasant Valley Project
Contract 5068

To: F. D. Morgan
Construction Engineer
Office

Examination of test reports of all samples of pavement mixture taken on subject project indicates an average well within specifications in all respects. There were, however, two periods in which there were several samples running consecutively that do not meet specifications. One of these periods was during base construction last fall and the other during laying of top near the end of construction.

The pertinent data is as follows:

	Design Mix	Total Avg.	Avg. 11 Samples Base	Avg. 12 Samples Top
½-¼	40.5	38.5	43.8	34.5
¼-10	29.7	28.9	27.8	34.3
40-80	3.3	3.5	2.6	2.9
80-200	2.1	2.3	1.8	1.7
Real Sp.Gr.	2.61	2.61	2.61	2.62
100% Comp.Sp.Gr.	2.49	2.481	2.49	2.42
% Voids @ 100%Comp.	4.6	4.94	4.98	7.48
Relative Comp.	92.0	93.46	94.5	93.7
Stability	35	39	39	39

The total average indicates good adherence to the design mix and it indicates good representation of samples during production of the aggregate. The design mix was based on the average of all aggregate samples. The total average of pavement samples indicates the different sizes were in the stockpile as predicted.

The average of the eleven base samples are out of specifications - 0.4% low on 40-80 and 0.2% low on 80-200. Several of the samples in this series are high on the ½-¼ although the average is within specifications. The void content after compaction, the percent relative compaction, and the stability

CONSTRUCTION DIVISION
RECEIVED
JUL 31 1962

NOTED: ☐ CE ☐ ACE ☐ ACE ☐ COE

CB

are all good and are exceptionally close to the average of all samples as well as the laboratory molded design mix. All tests indicate that the base pavement in the areas represented by the eleven samples is not deficient in quality in any respect even though there is a 0.4 and a 0.2 percent deficiency in the fine material.

The average of the 12 samples of top pavement are not only out of specifications in material between the 40 and 200 butshow an excess of ¼-10 material. The cause of these discrepencies can be traced to the method of stockpiling the ¼-0. Thecrusher was situated at the top of the hill. The crushed material was hauled part way down the hill and end dumped the remaining distance. This procedure produced excessive segregation with the lower few feet of the stockpile containing only ¼-10 material. The top of the stockpile was used first and the 0.4 difference in 40-200 material in the total average of pavement samples and the design mix indicates sufficient fines for the whole stockpile if not segregated.

Test results on the twelve samples indicated show a variation in quality from the design mix and total average mix only in the percent voids. The increase of approximately 50% in void content over the accepted 5% design mix base value could be sufficient to allow water penetration which could result in raveling by freezing. Since this area of pavement does not meet grading specifications resulting in excess void content it may be advisable to require the contractor to seal the indicated section prior to acceptance.

Area involved in Top Section

W.B. Outside Lane Station	548	to	684
W.B. Inside Lane Station	571	to	725
E.B. Inside Lane Station	577	to	725
E.B. Outside Lane Station	569	to	725

O. W. WHITE
Ass't. Engineer of Materials

OAW:arn

c.c. Tom Edwards
A. F. Parson
R.R. Cameron
G. L. Decker

RECEIVED
JUL 20 1962

FOR FILING

5868

Salem, Oregon
July 20, 1962

Mr. F. D. Morgan
Construction Engineer
BUILDING

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Attention Mr. F. B. Klaboe

Herewith a copy of the proposed agreement between the State and the Union Pacific Railroad Company covering the Baker-Pleasant Valley Section.

Will you please have this checked to assure ourselves that the obligations we are assuming conform to what was actually done under the contract with our contractor.

Please return the agreement when you have completed your check.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

July 20, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Attached is a copy of the proposed agreement between the State and the Union Pacific Railroad Company covering the overcrossings of the Company's track at Encina and Pleasant Valley; also, the longitudinal encroachments, and other railroad matters in this section.

It would be appreciated if you would examine this agreement and advise as to its acceptability. This is one of the copies that must be presented to the Highway Commission, and I would ask that you return it when you have completed your examination. A conformed copy will be furnished to you when the agreement is completed by the Railroad Company.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

CSP:ms
attach.

bc Mr. Forrest Cooper

Salem, Oregon
July 20, 1962

Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Mr. L. I. Lindas
Chief Counsel
BUILDING

Attention Mr. J. N. Hershberger

Herewith a copy of the proposed agreement between the State and the Union Pacific Railroad Company for the Baker-Pleasant Valley Section. Will you please look this over and advise as to its acceptability.

I would call your attention to subparagraph (b) on page 5 where the Railroad has set up payment by the State of $2,125. There is a considerable area of property involved in the longitudinal encroachments and it may be that any reasonable appraisal will substantiate this payment. It would be appreciated if you would have this checked.

I would also call your attention to Section 1, starting on page 15. Private property lying adjacent to the Railroad's property will use this road as access. You will note that both the State and the Railroad are obligated to withhold permits for use unless both parties agree. I do not see anything wrong with this from a practical standpoint, but would appreciate your checking as to legality.

Please return the agreement to me when you have finished your examination, as it must go to the Highway Commission.

G. S. Parson
Deputy State Highway Engineer

GSP:ms
attach. - copy of agreement
copy of transmittal letter from UP

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JULY 18, 1962

Ref. Files: D 315 - 2 - 83
D 315 - 2 - 82
D 315 - 2 - 81

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Attached are duplicate signatory counterparts and one extra copy of proposed agreement covering relocation of the Baker - Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Oregon.

If satisfactory, will you please arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at top of page 1. Also, will you kindly arrange to furnish and attach thereto, the State's usual form of acknowledgment. When this has been accomplished, kindly return both duplicate originals, after which one fully-executed counterpart will be returned to you.

The extra copy of agreement may be retained for your records.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

encs.

RECEIVED
JUL 19 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 27, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

5268

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon I-80N-7(9)306
Baker-Pleasant Valley
Contract No. 5868

Mr. L. H. Young's letter, dated June 22, requested our approval for Extra Work Order #3 covering the re-grading of the approaches to a 16'x13' underpass structure.

Since it is considered as part of a right-of-way obligation to furnish an underpass capable of handling legal vehicles, the re-grading of the approach to the underpass to accommodate legal vehicles is considered necessary.

The approved Extra Work Order #3 is attached.

original To Young
6-29-62

RECEIVED
JUN 22 1962
FOR FILING

5868

June 22, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3, covering regrading the approaches to a 16' x 13' underpass structure on the Baker - Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Contract No. 5868, in connection with Federal-Aid Project No. I-80N-7(9)306.

The approaches to the underpass were graded for normal farm equipment. The Baker Livestock Company is using the underpass, and its work requires hauling stock through it in truck and trailer type transport vehicles. The vertical clearance is sufficient for the vehicles, but the approach does not have a long enough level area to allow the trucks to level off, causing the tops to catch on the structure.

This work has been checked with the BPR Area Engineer, and the Field authorized to proceed June 7, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:ra
Enc.

RECEIVED
APR 13 1962
FOR FILING

I SON-M(9)201
5868

April 13, 1962

Frank G. Bacino, Inc.,
P. O. Box 86
Yardley
Washington

Gentlemen:

The State Highway Commission, at its meeting on April 13, 1962, discussed with the Engineer your request for an extension of time on contract #5868. You requested 40 additional workdays from 120 days to 160 days within which to complete paving-signing the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 40 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dz

cc: A. F. Parsen
R. E. Cameron
F. D. Morgan
Bureau of Public Roads
L. N. Young
C. N. Maison

RECEIVED
APR 13 1962
FORM E-SOX—50M—11-61—40831
FOR FILING

I
5868

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

April 10, 1962

SUBJECT: Sign Supports
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Contract #5868

To:

F. D. Morgan
Construction Engineer
B U I L D I N G

There are attached two copies of the redesigned sign supports for the sign at Sta. 698+00 Lt. These plans show the redesigned sign supports which were requested by the resident engineer on the above mentioned contract.

Would you please have them forwarded to Mr. Cameron.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DBA:mgm
Attachments
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
APR 6 1962
FOR FILING

Chairman
David B. Simpson

I-80N-79(3)
5867

April 4, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 1
April 13, 1962 Meeting

Gentlemen:

Frank G. Baulne, paving contractor on the Baker-Pleasant Valley Section, requests that the number of work days on his contract be increased from 120 to 160 days. He bases his claim on the fact that the grading contractor has not been able to finish grade fast enough to permit him to carry on a double shift. His claim has been investigated and we find it is valid. The matter has been presented to the Bureau of Public Roads and it has concurred in his request.

The matter will be on the agenda for the April 13 meeting and I recommend that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ajw hlb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

#1

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5868 Contractor Frank G. Bahlne, Inc.

Highway Old Oregon Trail

Section Baker-Pleasant Valley

Kind of Work Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: **Recommended that the increase in number of work days be granted. Other contractors failed to act promptly in carrying out their obligations and duties.**

April 13, 1962 for 40 additional workdays
Floyd Oneyy

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No. 5868

Project designation I-80N-7 (9) 306 State-Federal

Date awarded March 10, 1961

Work started March 14, 1961

Per cent completed 35% 10-11-61 Date

No. of Workdays Allowed 120

No. of Workdays Used 125

No. of Added Workdays Requested 40

E—330 (Rev.)—5M—10-57

RECEIVED
SEP 13 1961
R. R. CAMERON
Resident Engineer

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 11, 19 61

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 160 days, within which to complete our Contract No. 5868, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We completed stockpiling of aggregates,etc,on May 24,1961, Due to unfinished grading we were unable to place surfacing material on roadway on May 25-26-29-31, June 1-2-5-6-7-8-9-12-13-14, Our intentions were to work two shifts per day on each of two plants,but due to the unfinished grade we have never been able to work one of the plants over one shift per day. We are still unable to make the bridge tie-ins due to non-completion of the bridges.

Respectfully submitted,

Frank G.Baulne,Inc.
Contractor

By Frank G Baulne President

CONSENT OF SURETY

Date September 11, 19 61

We, GENERAL INDURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R E Page
Attorney-in-fact (R.E.Page)

(SEAL)

Richard V.Grimes
Resident Agt

FORM. CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 27, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Project I-80N-7(9)306

Your letter of March 23, 1962 requests an additional 40 workdays be allowed the contractor on subject project.

We have reviewed the reasons presented and find them reasonable. We concur in your request.

RECEIVED
MAR 28 1962
OFFICE OF
STATE HIGHWAY ENGINEER

March 23, 1962

Mr. C. d. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Project I-82B-7(9)306

Dear Sir:

Frank G. Sanine, Inc., paving contractor on the above project, has requested an increase in the number of workdays from 120 to 160 within which to complete his contract without the assessment of liquidated damages. As reasons he claims unfinished grades which prevented intended double shifts on each of two crushing plants and forced carry-over of the project into this year (1962).

These reasons are considered valid. The contractor provided two crushing plants, one at Station 343 and one at the Pleasant Valley site. From May 1, 1961 to June 14, only enough finished grade was available for production from one plant. Thirteen workdays were charged over this period and an increase of 7 days is considered reasonable because of delays during this period.

From June 15 to September 20, a total of 53 workdays were charged, while available grade permitted only 75 percent production capacity. One-fourth of 53 or an increase of 13 workdays is considered reasonable for delays during this period.

Carry-over of project completion into the 1962 construction season is believed sufficient reason for granting an additional calendar month or 20 workdays.

The above amounts to 40 additional workdays without considering shutdown by the labor strike from July 24, 1961 to August 11, 1961. We believe the contractor should be granted the requested 40 additional workdays and request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
O. S. Parson
F. D. Morgan
A. F. Parson
GLD:fp:ajw

FORM E-20 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1962

To:

Mr. R. L. Porter
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Increase in Workdays
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Contract No. 5868

Frank G. Baulne, Inc., paving contractor on the above project, has requested an increase in the number of workdays from 120 to 160 within which to complete his contract without the assessment of liquidated damages. Intentions to work two shifts per day on each of two crushing plants, and being prevented from doing so by unfinished grade are given as reasons for the request.

The reasons, as given, are considered valid. The contractor had crushing plants at the Pleasant Valley site and at Station 343. From May 1, 1961 to June 14, inclusive, only a small area of grade was finished from Station 661 to 680, not enough to warrant production from both plants. The contractor was charged 13 workdays over this period during which he could only work at half capacity. An increase of 7 days is considered reasonable because of delays during this period.

From June 15 to September 20, a total of 53 workdays were charged, while available grade permitted only 75 per cent operation of plant capacity. One fourth of 53 or an increase of 13 workdays is considered reasonable for delays during this period.

Delay in completion of the Pleasant Valley Overcrossing structure has forced carry-over of the project into this construction season (1962). It is believed this carry-over should entitle the contractor to an additional calendar month or 20 workdays.

The above amounts to 40 additional workdays without considering shutdown by the labor strike from July 24, 1961 to August 11, 1961. We recommend the contractor's request for 40 additional workdays without liquidated damages be granted for the reasons as stated above.

Rough drafts of letters to the Bureau of Public Roads and the Oregon State Highway Commission are attached.

MAR 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Pertinent data on this project are as follows:

Date of contract	March 10, 1961
Date started	March 14, 1961
Per cent complete	56%
Estimated completion date	July 1, 1962

In addition to the 40 days requested, it is estimated from 20 to 25 more days will be required to complete this project. The amount of the contract calls for $250 per day liquidated damage assessment.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Field Construction Engineer

GLD:fp

Attach.

RECEIVED
APR 2 1962

FORM E-30 SON 11-61 40230

FOR FILE

4968

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1962

SUBJECT: Revised Railroad Crossing
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Contract No. 5868

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

O F F I C E

Right of way obligation on this project requires that the State construct a cattle guard on an existing private road in the vicinity of the Union Pacific Railroad tracks. In order to facilitate the construction of this cattle guard, it will be necessary to widen the temporary railroad crossing existing on the private road. It is estimated that this widening work, which consists of planking and some small amount of rock, will cost in the neighborhood of $200. The Union Pacific local Assistant Engineer, Mr. Robert Orr, has stated that we do not need any further permits to cover this work, but that their company wished to be notified by us, in writing, to proceed with this planking work and that we would reimburse them for the cost of it.

Our contractor has provided us with a letter stating that he will assume all the obligations imposed on the State for the crossing work.

It is, therefore, recommended that the enclosed letter be forwarded immediately to the Union Pacific Railroad Company stating that the State will reimburse the railroad for the cost of the work.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.

NOTED
P. M. STEPHENSON

RECEIVED
APR 3 1962
FOR
I-80N-7(G)
4 7 8

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 2, 1962

To:

SUBJECT: Baker-Pleasant Valley
Old Oregon Trail Highway
Contract 5858

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: F. B. Klaboe

We are attaching hereto a copy of a letter from the contractor on the subject section wherein they agree to pay all costs involved in making the proposed extension to a private crossing of the U.P. Railroad near Pleasant Valley.

This is the crossing about which there has been a teletype and telephone conversation the last few days and this is being submitted to you so that your file may be complete.

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:dj
Encl.

Send cc to Parson
(Both letters)

CONSTRUCTION DIVISION
RECEIVED
APR 4 1962
NOTED ☐ ☐ ☐ ☐ ☐
NOTED
G. S. PAXSON

FRANK G. BAULNE, INC.
CONTRACTOR

P. O. BOX 305 KEYSTONE 4-7802
PARKWATER STATION
SPOKANE 6, WASHINGTON

Mar. 9, 1962

RECEIVED
MAR 12 1962
R. R. CAMERON
Resident Engineer

Mr. R. R. Cameron, Resident Engineer,
Oregon State Highway Department,
2695 Church Street,
Baker, Oregon.

Temporary Crossing
Baker-Pleasant Valley Sect.
Old Oregon Trail Highway
Contract No. 5858

Dear Sir:

In order to construct the cattle pass located approximately three hundred feet east of the Pleasant Valley Overcrossing near Union Pacific Station 4896, it will be necessary to detour the traffic now using the existing private crossing at this point to a temporary crossing in the immediate vicinity and permission is respectfully requested make this crossing.

The Union Pacific Railroad Company have protecting coverage still in effect from our request of May 15, 1961 for a temporary crossing at that time, and our insurance company have previously advised the Oregon State Highway Department that we have ample Public Liability and Property Damage coverage.

We will pay all costs involved in making this crossing, including insurance, flagmen, inspectors, etc. furnished by the railroad company and any incidental work as may be required by the railroad company,

Yours very truly,

Frank G. Baulne, Inc.

DEK: sic.

By Donald E. Dahlman
General Superintendent

RECEIVED
MAR 26 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5168

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 23, 1962

Mr. C. H. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Baker-Pleasant Valley Section
Old Oregon Trail Highway
Project I-SUN-7(9)306

Dear Sir:

Frank U. Gaulne, Inc., paving contractor on the above project, has requested an increase in the number of workdays from 120 to 160 within which to complete his contract without the assessment of liquidated damages. As reasons he claims unfinished grades which prevented intended double shifts on each of two crushing plants and forced carry-over of the project into this year (1962).

These reasons are considered valid. The contractor provided two crushing plants, one at Station 34 and one at the Pleasant Valley site. From May 1, 1961 to June 14, only enough finished grade was available for production from one plant. Thirteen workdays were charged over this period and an increase of 7 days is considered reasonable because of delays during this period.

From June 15 to September 20, a total of 53 workdays were charged, while available grade permitted only 75 percent production capacity. One-fourth of 53 or an increase of 13 workdays is considered reasonable for delays during this period.

Carry-over of project completion into the 1962 construction season is believed sufficient reason for granting an additional calendar month or 20 workdays.

The above amounts to 40 additional workdays without considering shutdown by the labor strike from July 24, 1961 to August 11, 1961. We believe the contractor should be granted the requested 40 additional workdays and request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Assistant State Highway Engineer

NOTED
FORREST COOPER

cc Forrest Cooper
G. S. Paxson
F. D. Morgan
A. F. Parson

RECEIVED
DEC 19 1961
FOR FILING

December 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Contract No. 5868, in connection with Federal Aid Project No. I-80N-7(9)306.

This work is necessary for the direction and guidance of traffic and is in accordance with the special provisions of the contract.

Equipment rental rates will be in accordance with the agreement between the State and Associated General Contractors. The contractor's percentage allowance will be in accordance with the provisions of this contract.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CN:jb
Enc.

RECEIVED
OCT 3 1961
FOR FILING
5968

October 2, 1961

2162

Mr. J. A. Hartman
US20-95 and Locker Avenue
Parma, Idaho

Dear Mr. Hartman:

In answer to your letter of September 11, I am enclosing a small sketch map showing project I-80N-7(9)306 in Baker County.

Shown on the map are the two interchanges, one at Encina and one at Pleasant Valley. At the west end of the project there will be a temporary connection to the existing highway until such time as the section west of this is up for construction. I have had arrows placed on the map to indicate the direction of traffic flow on and off the main highway at the two interchanges. Section lines are shown and numbered in the vicinity of the highway.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure
cc Mr. Forrest Cooper
Mr. Tom Edwards

DNS:jp ms

PLEASE RETURN TO
FORREST COOPER

HARTMAN'S *Specialized* MEAT CUTTING SERVICE

FROZEN FOOD LOCKER INSTITUTE

"For Those Who Want The Best"

Frozen Foods

U.S. 20-95 & LOCKER AVE.

PARMA, IDAHO

PHONE ~~NY3-3A, ORE. 3001~~

NU-ACRES IDA. OR4-2001

REFERRED TO
COOPER
By State Highway Engineer

September 11, 1961

State Hwy Engr.

Oregon Dept. of Highways

Salem, Oregon

RECEIVED
SEP 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir —

I am interested in knowing where the interchanges will be located on your interstate project # I-80N-7(9)306 in Baker County. Would you have a small map ~~one~~ that you could send me or would you have a larger one that I could buy showing the section corners?

Edw

Yours truly,

J. A. Hartman

RECEIVED
SEP 22 1961
TRAVEL DIVISION

RECEIVED
SEP 22 1961
OREGON
STATE HIGHWAY COMMISSION

T. 9 S.
T. 10 S.
R. 40 E.
R. 41 E.
To Baker
3 Miles
Sutton
Creek

ENCINA

(US 30)

Union Pacific R.R.

Existing

reek

8

7

16

17

350

400

450

500

R.41E.

R.42E.

Old Oregon Trail Highway

15

24

500

550

650

PLEA

23

Creek

Alder

22

25

R. 41 E.
R. 42 E.

ighway

24

PLEASANT VALLEY

Creek

30

To Ontario

25

RECEIVED
SEP 20 1961
FOR ING
5468

TRAFFIC SAFETY SUPPLY COMPANY

3334 S.E. UMATILLA ST. PORTLAND 2, OREGON
BEImont 8-2631

S S

September 11, 1961

Oregon State Highway Department
Salem, Oregon

Re: Project No. I-80N-1(11)17, [illegible]
Baker County, Snake River, [illegible]

Gentlemen:

In May last, we sent you triplicate [illegible]
of Type "A" and Type "J" signs on the above [illegible].

We can find no record of having [illegible]
coming back from your office.
Our shop drawings in triplicate.

Your early attention to this will be appreciated.

Very truly yours,

[illegible]

E. Zernick

EZ/lrm
Att - 3

Original to Crandall
with drawings
9/14/61

RECEIVED
JUL 19 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1961

5868

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

SUBJECT: Haul Road across UPRR
Baker-Pleasant Valley Section
Contract No. 5868
Old Oregon Trail Highway

As you requested, we have received from Frank G. Baulne, Inc., contractor on this paving job, a letter stating that he will assume all costs involved in securing and using the haul road crossing of the Union Pacific Railroad at Pleasant Valley. A copy of the letter is attached.

NOTED

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

Enc.

RECEIVED
JUL 21 1961
STATE HIGHWAY ENGINEER

FRANK G. BAULNE, INC.
CONTRACTOR

P. O. BOX 84 KEYSTONE 4-7802
YARDLEY, WASHINGTON

July 10,1961

Mr.R.R.Cameron, Resident Engineer,
Oregon State Highway Department,
2695 Church Street,
Baker, Oregon.

Haul Road Across UPRR
Baker-Pleasant Valley Sec.
Old Oregon Trail Highway
Contract No.5868

Dear Sir:

In connection with the above captioned project the undersigned hereby agrees that he will pay all costs involved in the securing and using the crossing of the U.P.R.R.at Pleasant Valley. This cost is to include the insurance,flagmen,inspectors,etc.furnished by the railroad and incidental work as may be required by the railroad.

Yours very truly,

Frank G.Baulne,Inc.

FGB:sic

By Frank G Baulne
President

RECEIVED
JUN 23 1961
FORM E-90X 90M 2-60 26119
FOR FILING

5868

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1961

SUBJECT: Haul Road Across UPRR
Baker-Pleasant Valley Sec.
Old Oregon Trail Highway
Contract No. 5868

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Please secure from Frank G. Baulne, Inc., contractor on this project, a statement that he, the contractor, will pay all costs involved in securing and using the crossing of the U.P.R.R. tracks at Pleasant Valley. This cost is to include the insurance, flagmen, inspectors, etc. furnished by the railroad and incidental work as may be required by the railroad. The letter from Mr. Baulne of May 15 does not clearly specify that this is to be paid by Baulne, and we wish to clear up this technicality.

The agreement under which the U.P.R.R. grants to the State the use of this temporary crossing has not yet been signed. This temporary crossing permit is a part of the agreement under which the permanent crossing permits are granted by Union Pacific.

Two copies of the above-requested letter should be sent to the Salem office.

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

cc O. S. Paxson

RECEIVED
JUN 2[illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FRANK G. BAULNE, INC.

CONTRACTOR

P O BOX 84 KEYSTONE 4 7801

YARDLEY, WASHINGTON

May 15, 1961

Mr.R.R.Cameron, Resident Engineer,
Oregon State Highway Department,
2695 Church Street,
Baker, Oregon.

Re: Contract No. 5868
Baker-Pleasant Valley
Section

Dear Sir:

In the hauling of the surfacing materials from our plant setup at the Pleasant Valley quarry site to the new roadway, it will be necessary for us to cross the present main highway at approximately Station 425 to reach the temporary haul road of the Keystone Construction Company which we expect to use.

Permission is requested to cross the present highway at this point, and if permission is granted we agree to satisfactorily repair any damage which we may do. We agree to furnish necessary flagmen and to install proper warning signs and any other signs which you may require. This will be done without cost to the State of Oregon. We will have our insurance company furnish you with all necessary information showing that we have ample Public Liability and Property Damage coverage.

It will also be necessary for us to use the private railroad crossing now being used by the Keystone Construction Company at Pleasant Valley, and we assume that we will also have to have the permission of the Union Pacific Railroad Company for use of the crossing.

We will furnish the Union Pacific Railroad Company With Railroad Protective Insurance an the amount they specify and meet any other requirements they feel are necessary.

We expect to start hauling the materials within a short time and any action you may take to expedite the granting of the above requests will be greatly appreciated.

Yours very truly,

Frank G.Baulne,Inc.

FGB:sic.

By Frank G Baulne
President

RECEIVED
JUN 19 1961
FOR FILING

5868

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1961

SUBJECT: Haul Road Over U.P.R.R.
Baker-Pleasant Valley Section
Contracts 5868 and 5604

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

Attached is a copy of an agreement between Keystone Construction Company, contractor for the grading of the above-named section, and Frank G. Baulne, contractor for the paving, concerning the use of a haul road and grade crossing of the Union Pacific Railroad at Pleasant Valley. This copy is for your files.

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:fp

Enc.

NOTED
C. S. P[illegible]

RECEIVED
JUN 14 1961
STATE HIGHWAY ENGINEER

RAILROAD CROSSING AND HAUL ROAD JOINT USE AGREEMENT

The following agreement dated June 1, 1961 concerns the Railroad Crossing and Haul Road near Station 668, Baker-Clearmont Valley Section, Baker County, Oregon, as same is presently being used by Keystone Construction Co., Inc. The following provisions shall be understood to apply if and when Frank G. Baulne, Inc. receives permission from the Highway Department and the Union Pacific Railroad Co. to use the Crossing and Haul Road.

1. Frank G. Baulne, Inc. is to obliterate haul road and rebuild highway shoulders from the Nixon County Road to the new roadbed at Station 658+, and to replace the Railroad R/W fencing from the Nixon County Road to the crossing, as necessary. Keystone Construction Co., Inc. is to furnish Frank G. Baulne, Inc. with salvaged fencing materials for the above work.

2. Frank G. Baulne, Inc. is to construct Type I R/W fencing left of Station 650+ where haul road crosses the Right of Way line. This fencing is to be constructed under terms of Contract # 9258.

3. When both contractors are using the Railroad Crossing at the same time, each shall pay half of the cost of the railroad protective services. Either one, when operating alone, shall pay the full cost of the railroad protective services. The Railroad protective services shall be billed to Keystone Construction Co., Inc. until Keystone has finished using the railroad crossing; and, during this period Frank G. Baulne, Inc. shall reimburse Keystone for their share of the Railroad protective services. At such time as Keystone Construction Co., Inc. completes its work and has no further use for the Railroad crossing, the cost of the Railroad protective services shall be billed to Frank G. Baulne, Inc.

4. It shall be understood that loaded vehicles shall have the right of way at all times.

Keystone Construction Co., Inc.
by _____

Frank G. Baulne, Inc.
By Donald E. Kuhlman

Witnessed by
R.H. Cameron
R.H. Cameron
Resident Engineer

RECEIVED
JUN 1 1961
FOR FILING

I-80N-7(9)306

1969

June 1, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Baker-Pleasant
Valley Section
Old Oregon Trail
Baker County

Dear Sir:

Some time ago you granted us permission for our contractor to use a hauling road across your tracks in the Baker-Pleasant Valley Section and a hauling road partially on your right of way and parallel to your tracks. We have now awarded a contract to Frank G. Baulne, Inc. for the paving of this section. It will be necessary that materials for the pavement be hauled across the tracks, and following discussion with your office, it was agreed that, since the crossing permit and hauling road permit were granted to the State, we would proceed under the same arrangement in this second contract.

I have instructed our contractor to provide railroad insurance on the standard forms and in the standard amounts of $200,000/$500,000 and to make no use of this crossing until such insurance is approved by your office.

I have also directed the contractor to keep your inspector advised as to the time in which any use of the crossing will be made so that he may arrange for flag protection under the same terms that have been used in the past on the crossing by our grading contractor. In billing us for these flagging services, please keep them segregated from any other charges so that we may deduct these costs from our contractor's estimates.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ao

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. A. F. Parson

RECEIVED
JUN 1 1961
FOR FILING

I-80N-7(9)306

5864

Salem, Oregon
May 31, 1961

Mr. A. F. Parson

Baker-Pleasant Valley
Paving Contract
Contract No. 5868

The Union Pacific Railroad Company advises that we can proceed with the use of the present hauling road crossing granted to us for the Keystone Construction Company contract for the paving job recently awarded. It will be necessary, however, for the paving contractor to furnish the railroad company with the standard railroad insurance in the limits of $200,000/$500,000 for both liability and property damage. I am attaching two copies of the standard insurance specifications.

It will also be necessary that the contractor furnish us with a letter agreeing that he will assume all costs assessed against us by the railroad company for the use of this hauling road crossing. This would include the cost of insurance, which he will pay directly, and the cost for watchmen and flagmen, which would be personnel provided by the railroad company. He should not use the crossing until the insurance is accepted by the railroad company, and he should inform the railroad inspector who is on the project when the crossing is to be used so that watchmen and flagmen may be provided.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. Tom Edwards

RECEIVED
JUN 1 1961
FOR FILING

I-80N-7(a)

5068

MCE LAG 269 5-31-61 923A

Paxson

Reference is made to the haul road crossing of the UP Railroad Baker-Pleasant Valley. Contractor anxious to start hauling. When can we expect permit approval

Parson
DJ

FORM E-90 25M 9-61 82518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1961

C
O
P
Y

SUBJECT: Haul Road Crossing of U.P.R.R.
Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker Co.

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

Attached are three prints of a sketch map prepared by our resident engineer on the above-named project showing an existing haul road built and used by Keystone Construction Company on Contract No. 5604. The same crossing of the U.P.R.R. and a portion of the haul road is needed by Frank G. Baulne, Inc. on Contract No. 5868 which is the paving contract for the same section.

Please make application to U.P.R.R. for use of this haul road and crossing by our contractor. The same terms and conditions would apply on the paving contract as were in effect on the grading contract.

Tom Edwards
Construction Engineer

By /s/ L. H. Young

L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

cc A. F. Parson

Plosan

650

650

easant Valley

Frank G. Badine Inc
Seeks permission to use this crossing
for work on Cont. # 5868

RR Crossing
(presently being used by
Keystone Const Co Inc
Contract # 5604

655

660

655

660

W-B PJ 662+58.24

W-B P.S. 662+58.29

663+74.65

W-B P.S.C 654+08

665

665

666+24.65

37 16.20' LT
37 16.20' RT
.33 Ah.

670

Sight Distance - 600'

24
25
30
19

Proposed Crossing
Existing Highway
Frank G Be
Ce

County R

Note
This fence keystone
removed by line and
Construction will have to be replaced
with Chain Link Road is
widened.

Proposed Road
by
Chain Link Fence
with 4 Gate
Keystone
Construction

Cross Hwy 1 Hwy
Hwy 1 & Pacific Ave
Hwy 1 & Pacific Ave
Hwy 1 & Pacific Ave

Road
used
Keystone
Const Co., Inc

P.C. Cr. Co. Rd. 1e 4y

680

685

L+59.81 P.T. Fr. Rd.

6+59·81 P.T. F.R.L.
685

655

655

650

650

Frank G. Baulne Inc
Seeks permission to use this crossing
for work on Cont. # 5868

RR Crossing
Presently being used by
Keystone Const Co Inc
Contract # 5604

655

660

W-B PJ 662+58.24

655

660

BAKER – PLEASANT VALLEY SECTION

Sketch Map
showing existing haul road,
railroad crossing, etc. as used
on Contract No. 5604 in red

Proposed Crossings
and haul road to be used
by Frank G. Baulne, Inc.
on Contract No. 5868 in Green

Scale 1" = 100'

May 1967

K.M. Cameron, Re

E-B Const P.C. 669+53.37 16.20'Lt
W-B Const. P.C. 669+53.37 16.20'Rt
P.C. 669+53.33 Ah.

670

E-B Const PSC 666+24.65

665

E-B Const PS 638+74.65

W-B PSC 639+08.8

665

Sta 94+

Co. Hwy.

13
30
24
25

N

Area, Mes. Engr.

T. 10 S., R. 41 E.
T. 10 S., R. 42 E.

675

676+07.09 P.C.C.

680

P.C. 0+00 Ft. Rood

built by Key Cons

685

Const P.C.C. L83+92.29

39
L84+10.88 P.O.C.

L79+81 P.T. Rad.

680

634+10.88 P.O.C.

685

6+59.81 P.T. F.R.L.

RECEIVED
MAY 29 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-80N-7(9)30E
5464

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 26, 1961

E. Reznick
Traffic Safety Supply Company
2324 SE Umatilla Street
Portland 2, Oregon

Dear Madam:

Enclosed is a copy of the working drawings for sign layout on the Baker-Pleasant Valley Section of the Old Oregon Trail, Contract No. 5868. The working drawings have been checked and are approved as noted.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

DFD:pk
Attachment
bcc: G. S. Paxson
Tom Edwards
A. F. Parson
R. R. Cameron

APPROVED

RECEIVED
MAY 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1961
FOR FILING

COMMISSIONERS
MARK McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-ED-7(1)
5868

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 8, 1961

Mr. R. W. Nelson
Traffic Safety Supply Co.
2324 SE Umatilla Street
Portland 2, Oregon

Dear Mr. Nelson:

The attached copy of the Sign Production Summary for the Baker-Pleasant Valley Section of the Old Oregon Trail Highway, Contract No. 5868, has been checked and was found to be in agreement with our figures.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

by

F. B. Crandall
Traffic Engineer

DRA:njc

bc: G. S. Paxson
Tom Edwards

NOTED

RECEIVED
MAY 1961
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
GLENN L. JACKSON, MEMBER
Medford
FLOYD QUERY, SECRETARY
Salem

I-80N-7(6)306
4968

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

Frank G. Baulne, Inc.,
5305 East Boone Avenue
P. O. Box 84
Yardley, Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5868, awarded March 10, 1961, for paving-signing the Baker-Pleasant Valley Section of the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAR 29 1961
FOR FILING

I-ON-7(9)306
5868

March 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway in Baker County, Contract No. 5868, in connection with Federal Aid Project No. I-ON-7(9)306.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
MAR 17 1961
FOR FILING
I-SON-7(9)306
5468

March 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 14, 1961, on Contract No. 5868, Baker-Pleasant Valley Section, in Baker County, in connection with Federal Aid Project No. I-80N-7(9)306.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JA:bb

RECEIVED
MAR 14 1961
FOR FILING
I-80N-7(9)306
5 4 69

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

March 10, 1961

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Project I-80N-7(9)306

As requested in your letter of today we hereby concur, as of this date, in award of Contract No., 5868 for Oregon Project I-80N-7(9)306, Baker-Pleasant Valley Section, Old Oregon Trail Highway, to Frank G. Baulne, Inc., of Yardley, Washington, low bidder in the amount of $996,460.81 at the March 7, 1961 bid opening.

Porter

NOTED
FORREST COOPER

RECEIVED
MAR 9 1961
FOR FILING

I-80N-7(9)306
5865

March 10, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contracts for each of the following projects:

1. Baker-Pleasant Valley Section, Project No. I-80N-7(9)306; Paving and Signing.

2. Ontario-Idaho Line Section, Project No. I-80N-8(10)372; Roadside Improvement.

All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

RECEIVED
FEB 23 1961
FOR FILING

FORM CD-12 (9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

I-80N-7(9)306
5564

DO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: February 20, 1961

By: D M Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Oregon Project I-80N-7(9)306

We have today approved the P. S. and E. documents for Oregon Project I-80N-7(9)306, Baker-Pleasant Valley Section of the Old Oregon Trail Highway. This is to authorize your advertising for bids.

Authorization is with the understanding that should the white shoulder stripe not prove effective in preventing traffic from traveling on the shoulders on two-lane sections, the State will provide additional shoulder delineation by placing a chip seal on the shoulders or by the use of diagonal shoulder striping.

Porter

RECEIVED
FEB 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
FEB 17 1961
FOR FILING
I-80N-7(9)306
5868

February 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The Federal Department of Commerce recently requested Governor Hatfield to expedite as much as possible the awarding of federal-aid highway contracts in Oregon. To comply with this request, we could move Interstate highway project I-80N-7(9)306, the Baker-Pleasant Valley paving job from a proposed April letting to the scheduled March letting. This move will require your approval to waive the 3 weeks advertising regulation and to substitute in lieu thereof a 2 weeks period. PPM 23-6.3, paragraph 5b provides for such a procedure.

While this is a million dollar project, it should not be too difficult to bid in a 3 weeks period. The work is practically all paving and contains no peculiar complications. If we may have your approval to this request, we will advertise the project on February 21 for a March 7 bid opening.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Design Engineer

RLP:sw

cc: W. C. Williams
Forrest Cooper
Floyd Quarry
Tom Edwards

123-1026 Weiser Jct.-Ontario Paving & Rock Production Proj. on the Olds Ferry-Ontario Hwy. Malheur Co. 1961

#5869

RECEIVED
FOR FILE

March 1, 1962

FINAL COST ANALYSIS

Weiser Junction-Ontario
Contract No. 5869

Paving and Rock Production
Contractor: J. C. Compton Company
Resident Engineer: E. S. Thompson

Olds Ferry-Ontario Hwy.
Prefix No. 123-1096

Item	Quantity	Unit	Unit Bid	Unit Cost	Total, Cost	Gross Revenue
*Class "B" Asphaltic Concrete	8,087.44	Ton	6.85	5.80	47,643.22	55,398.96
*1/2"-1/4" Cr. Mat'l in S.P.	7,379.56	Cu. Yd.	2.65	2.16	15,950.92	19,555.83
*1/4"-#10 Cr. Mat'l in S.P.	1,362.90	Cu. Yd.	2.65	2.16	2,945.89	3,611.69
*1/4"-0 Cr. Mat'l in S.P.	2,089.94	Cu. Yd.	2.65	2.16	4,517.40	5,538.34
*3/8"-0 Cr. Mat'l in S.P.	4,044.05	Cu. Yd.	2.65	2.16	8,741.20	10,716.73
Haul Adj. Favor of State	788.60	Yd. Mi.	0.10			-78.86
Force Account (State Participation in Flagging)					1,520.68	657.19
					$81,319.31	$95,399.88

	Gross Revenue	Total Cost	Net Profit	% Gross Revenue
J. C. Compton	45,138.12	42,495.53	2,642.59	5.85
*N. A. Toole	50,261.76	38,823.78	11,437.98	22.75
	95,399.88	81,319.31	14,080.57	14.75

* N. A. Toole (All or in part)

RECEIVED
MAR 9 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COSTS - Contract No. 5869

J.C. Compton Co.

Labor:			
Labor and Supervision		$ 11,483.92	
Labor Insurance		930.83	
Health, Welfare and Pension		591.07	
Travel and Transportation		12.40	$ 13,018.22
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		6,169.67	
Equipment Rental, Hired without Operator		305.82	
Gasolene, Oil and Grease		2,695.99	
Bond		325.14	
Home Office and General Overhead		493.74	
P.L. and P.D. Insurance		53.61	
Move In and Set Up		1,664.22	
P.U.C.		356.54	
Small Tools and Miscellaneous Supplies		146.19	12,200.92
Materials:			
85-100 Asphalt	452.91 Ton @ $21.78	9,864.32	
Freight on Asphalt		7,412.07	17,276.39
	TOTAL COST		$ 42,138.12

Work Done by Others:
N.A. Toole (Crushing Contractor)

DETAIL OF COST - Contract No. 5869

N. A. Toole Construction Co.

Labor:		
Labor and Supervision	$ 9,747.49	
Labor Insurance	749.48	
Health and Welfare	212.00	
Pension	212.00	$ 10,920.97
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	14,962.75	
Equipment Rental, Hired Fully Operated	5,210.90	
Gasolene, Oil and Grease	1,730.00	
Bond	376.96	
Freight and Postage	28.21	
Home Office and General Overhead	500.00	
P.L. and P.D. Insurance	200.00	
Move In (Labor not included)	835.00	
Small Tools and Miscellaneous Supplies	2,476.18	
Travel Fees, Tel. & Tel.	240.31	
Royalty on Gravel Source	1,342.50	27,902.81
TOTAL COST		$ 38,823.78

CRUSHING BREAKDOWN - Contract No. 5896

N. A. Toole Construction Co.

Item	Quantity	Unit	Total Cost	Unit Cost
Move In	8,087.44	Ton	334.35	0.041
Feed Crusher	8,087.44	Ton	1,529.58	0.189
Crushing	8,087.44	Ton	5,198.02	0.642
Total Cost of Crushing AC Aggreg.	8,087.44	Ton	7,061.95	0.872
Move In	14,876.45	Cu.Yd.	1,204.86	0.081
Feed Crusher	14,876.45	Cu.Yd.	5,511.93	0.370
Crushing	14,876.45	Cu.Yd.	18,731.34	1,259
Haul to Stockpile	14,876.45	Cu.Yd.	4,526.67	0.304
Stockpiling Crushed Materials	14,876.45	Cu.yd.	1,787.03	0.120
Total Cost of Cr.Mat'l in S.P.	14,876.45	Cu.Yd.	31,761.83	2.13

The crushing plant operated 275 hours for an average production of 75.88 cubic yards per working hour.

The crushed materials were produced from a private gravel source located approximately 200 yards west of the designated area.

Remarks - Contract No. 5869

This was a "State Project" consisting of the construction of 4.70 miles of asphaltic concrete wearing surface on highway travelway and shoulders, involving 8,087.44 tons of asphaltic concrete and the furnishing of 14,876.45 cubic yards of crushed materials in stockpile on the Weiser Junction-Ontario Section of the Olds Ferry-Ontario Highway in Malhaur County. This project was bid March 7th, awarded March 10th, and completed July 15, 1961.

The crushing contractor, N.A. Toole Construction Company, began moving his crushing equipment into his private gravel source, approximately 200 yards west of the State designated source, on Tuesday, May 2, 1961. The assembly of the crushing plant was begun on Thursday, March 4th.

The adjustment of the plant prior to production of paving aggregates took place on Thursday, May 17th. Actual production started Friday noon of the following day. Paving aggregates were produced throughout the following week.

The prime contractor, J.C. Compton Company, began moving the asphalt mixing plant onto the project May 19th and set up was completed the following week. Shoulder preparation was begun Monday, May 29th and completed on Friday. Some asphaltic concrete was produced and used in blade patching from Monday through Wednesday. Paving operations were started Thursday. The AC paving overlay was completed throughout the project on Wednesday, June 14th.

The crushing contractor, upon completion of production of asphaltic concrete aggregates, changed over to the production of maintenance material on Manday, June 5th. Production of stockpile materials was completed on Wednesday, July 11, 1961.

Upon inspection and testing, it was found that the AC overlay did not meet the specified relative compaction, therefore, J.C. Compton Company was required to do additional rolling. The prime contractor moved in the necessary rolling equipment and spent two days in rerolling.

J.C. Compton made a fair profit; however, the additional rolling cut down the profit because of the additional moving in and out of rolling equipment.

N.A. Toole made a very good profit because of the small move in cost, the feeding cost, and excellent crushing conditions.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
SEP 7 1961
FOR FILING

5869

September 6, 1961

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
220 Bush Street
San Francisco4, California

Gentlemen:

State Highway Contract No. 5869, for paving and rock production on the Weiser Jct.-Ontario Section of the Olds Ferry-Ontario Secondary Highway in Malheur County, was completed by the contractor, J. C. Compton Co., on July 15, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $2,842.28 will be released to the contractor on or after September 13, 1961. The total contract amount is $95,399.88, of which amount $657.19 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

NOTED ON CARD
fp

fp

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final

For Week Ending August 4, 1961

Section Weiser Jct.- Ontario

Kind of work Paving & Rock Production

Highway Olds-Ferry Ont. County Malheur

Section prefix 123-1096

Contractor J. C. Compton Co.

Contract number 5869

Date of contract March 10, 1961

Specified work days 90

Date work started May 4, 1961

Work days used 83

Project authorization $ 106,149.38

Exclusive of engineering $ 98,600.98

Per cent of time elapsed 92.2% %

Estimated cost of completed project, exclusive of engineering $ 95,400.00

Estimated per cent [illegible] or underrun 3.25 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 7,548.40

Engineering cost to date $ 5,635.11, 74.65 %

Date project was completed July 15, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	Maintenance BASE Material	OIL AND/OR PAVE.	MAT'L PROD.
---	---	---	---	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final for this project was finished this week and transmitted to the division office on Friday this week

Mr. Coulter and Mr. Cox visited this office on Thursday.

RECEIVED

NOTED

NOTED

Noted
M. N Juve

Signed E. S. Thompson

Address E. S. Thompson, Resident Engineer
Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					4.7
Miles partially completed					4.7
Miles completed					4.7
Total estimated quantities (contract)			14,000 cy		8,300 ton
Total quantities corrected to date			14,876.45 cy		8,087.440 ton
Estimated quantities moved or placed to date			14,876.45 cy		8,087.440 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
APR 4 1961
COMMISSIONERS
FOR FILING

M. E. MEEKER, Chairman
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

123-196
5869

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 4, 1961

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5869, awarded March 10, 1961, for paving-rock production on the Weiser Jct.-Ontario Section of the Olds Ferry-Ontario Secondary Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

315-1713 Phoenix (Fourth St.) 1961
Grading & paving proj.
#5870 Jackson Co.

St. Water Loss
Trust Fund 46

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

December 20, 1961

Mrs. Francis Steveson
City Recorder
Phoenix, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

NOTED
DON HARWELL

Dear Mrs. Steveson:

Final costs are now available on the Special City Allotment project on 4th Street and, as shown in the attached statement, the final cost is $21,401.93.

The agreement between the City and State provides that State will pay all costs up to but not to exceed $20,000 and City shall pay all costs in excess of $20,000. The City's advance deposit was $6,230; therefore a refund of $4,828.07 is due the City. A check in this amount has been forwarded to you by our accounting division.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm
Att.

OREGON STATE HIGHWAY DEPARTME

INVOICE

NOTED
V. R. JONES

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-61	CC 743		NOTED H. S. COX 315-173-295

NOTED
Harold C. Ayers

INVOICE NUMBER

72621

City of Phoenix
Phoenix,
Oregon

Attention: Mrs. Frances Steveson

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
V. R. JONES

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City share of cost of Fourth Street basing and paving project.. Covered by agreement dated March 10, 1961.		NOTED R. H. PRANGE	
Advance Deposit			$6,230.00
As per attached statement			
Total cost $21,401.93		NOTED JOHN D. GRAHAM	
Agreed State's share 20,000.00			
Agreed City's share			1,401.93
To be refunded			$4,828.07

ACKNOWLEDGE RECEIPT OF FILING REQUEST

Cash Received with Request $ _____

By _____

NOTED
Harold C. Ayers

A 150 (REVISED 7-60)

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

SPECIAL CITY ALLOTMENT PROJECT
CITY OF PHOENIX
CONTRACT NO. 5870

PAYMENTS TO CONTRACTOR

Item	Quantity		@	Total
Clearing & grubbing	All		$500.00	$ 500.00
Drainage excavation	73.27	c.y.	3.00	219.81
General excavation	2339.10	c.y.	.70	1,567.37
10" concrete pipe	111	l.f.	2.10	233.10
12" concrete pipe	699	l.f.	2.25	1,572.75
Coarse crushed material in base	2297	c.y.	2.50	5,742.50
3/4"-0 material in base	432	c.y.	2.50	1,080.00
Sprinkling	79.4	M/gal.	4.00	317.60
Class B asphaltic concrete	626.21	tons	10.50	6,575.21
Subtotal, Contract Items				$17,808.34
Engineering & Contingencies				2,080.00
Survey				1,513.59
TOTAL				$21,401.93

HCA:mm

12/18/61

RECEIVED
AUG 23 1961
FOR FILING
5870

August 23, 1961

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
611 Henry Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5870 for grading-paving 4th Street in Phoenix, Jackson County, was completed by the contractor, M. C. Lininger & Sons, on June 28, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $595.79 will be released to the contractor on or after August 30, 1961. The total contract amount is $17,808.34, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Baltimore 3
Maryland

cc: M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 8, 1961

Section Phoenix (Fourth Street)

Kind of work Grading & Paving

Highway City Street County Jackson

Section prefix 315-1713

Contractor M. C. Lininger & Sons

Contract number 5870

Date of contract March 10, 1961

Specified work days 80

Date work started April 26, 1961

Work days used 47

Project authorization . . . . . $ 24,922.69

Per cent of time elapsed 58.8 %

Exclusive of engineering . . . . $ 23,150.41

Estimated cost of completed project, exclusive of engineering . . . . . $ 23,150.41

Estimated per cent overrun or underrun . . . . . 20 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,772.28

Engineering cost to date $ 1,384, 78.1 %

Date project was completed June 28, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	—	100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Paving Contractor put more compactive effort on asphaltic concrete on subject project, at the request of the Asst. Div. Engr., due to lab. reports showing insufficient compaction.

Project completed 28, June 1961.

CONSTRUCTION DIVISION
RECEIVED
JUL 10 1961

NOTED--

Noted
M. N Juve

NOTED
JOHN R. CAKES

NOTED
C. E. PAULSEN

Signed H H Robertson

Address 1071 Biddle Rd, - Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.23	0.23			0.23
Miles partially completed	0.00	0.00			0.00
Miles completed	0.23	0.23			0.23
Total estimated quantities (contract)	2,660 CU YD	3,870 CU YD			740 Tons
Total quantities corrected to date	2,239 CU YD	2,729 CU YD			626 Tons
Estimated quantities moved or placed to date	2,239 CU YD	2,729 CU YD			626 Tons
Average daily quantities	-	-			-
Average daily quantities necessary to complete project on time	-	-			-
Number shifts per day	-	-			-
Hours per shift	-	-			-
Average force on project for week	-	-			-
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Hot		
Tuesday	Cloudy		Holliday
Wednesday	Cloudy		Strike
Thursday	Cloudy		"
Friday	WARM ~~Cloudy~~		"
Saturday			"

CLEARING [redacted]

GRADING [redacted]

SURFACING [redacted]

PAVING [redacted]

1340

1340

RECEIVED
APR 5 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
K[illegible] N. [illegible]
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

315-1713
5870

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 5, 1961

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5870, awarded March 10, 1961, for grading-paving the 4th Street in Phoenix, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 21 1961
FOR FILING
315-1713
5.8.10

3-21-61

Salem, Oregon
March 20, 1961

$250,000 Fund Agreement
City of Phoenix

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. John D. Graham
City & County Relations Office Engieer

Attached is a conformed copy of an agreement with the City of Phoenix covering the Special City Allotment project on Fourth Street in Phoenix.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Phoenix.

Secretary

rn
Attach: 1

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/3/61

SUBJECT: $250,000 Fund Agreement
City of Phoenix

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on Fourth Street in Phoenix. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

Assistant S

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-3-60 Min. Page 32894

Floyd Young
Secretary

RECEIVED
MAR 20 1961
FOR FILING
315-1713
5870

March 20, 1961

Frances Steveson, City Recorder
City Hall
Phoenix, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Phoenix a fully executed copy of an agreement between the State Highway Commission and the City of Phoenix covering the Special City Allotment project on Fourth Street in Phoenix.

V.ry truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
H. S. COX

NOTED

March 8, 1961

Mrs. Francis Stevenson
City Recorder
City Hall
Phoenix, Oregon

NOTED
V. R. JONES

Dear Mrs. Stevenson:

On March 7, 1961 the State Highway Commission received bids on the Fourth Street Special City Allotment project in Phoenix. The low bid was submitted by M. C. Lininger of Medford, and the revised expected cost based on this bid is as follows.

Contract Amount	$22,103.50
Flagging (State Share)	50.00
12½% Engineering & Contengencies	2,769.19
Survey	1,309.86
Total Anticipated Cost	$26,232.55

Per the agreement executed between the City and State, the City is to pay all costs of the project in excess of $20,000.

As the contract cannot be awarded until the City's advance deposit is in our hands will you at your first opportunity please forward to this office a check, made payable to The Oregon State Highway Commission, in the amount of $6,230.

Check received
3-10-61

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:ph

LOMBARD AND COTTLE
ATTORNEYS AT LAW
370 LITHIA WAY
ASHLAND, OREGON

BEN T. LOMBARD
RICHARD C. COTTLE

P. O. BOX 585
MURDOCK 3-8651

February 20, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attention: C. G. Swenson, County & City Relations Engineer

Dear Mr. Swenson:

I am the city attorney for the City of Phoenix, Oregon. We have received from you by your letter of January 31, 1961, 3 copies of an Agreement to be considered by the City in regard to the special City allotment project on Fourth Street. The City Council has requested me to ask you if you would be able to have a representative of the Department appear at one of our regular meetings or at a special meeting to be called for that purpose to explain some of the questions which have come to our minds in regard to this project. For instance, on August 5, 1960, we received an estimate from Mr. Ayers, Field Engineer of the County and City Relations Division, which reported that the distance on Fourth Street on Main Street to the Southern Pacific Railway which was to be considered in the project was 0.36 miles. The Agreements submitted for our consideration on January 31, 1961, shows the distance as 0.24 miles and we notice that in the copy of the State Highway Commissions "notice to contractors" which listed projects on which bids were to be received on March 7, 1961, that our project is listed as having a distance of 0.23 miles.

We would also like to have the matter of the jurisdiction over the streets and the plans and specifications which will be drawn by the Highway Commission explained to us.

We realize that the Agreement should have been in by February 17, but these matters have held up our signing of the Agreement because we have been unable to clarify the matter.

Your very early consideration of this will certainly be appreciated.

Very truly yours,

Richard C. Cottle

Richard C. Cottle

RCC:jh
cc: Faye Carver, Mayor of Phoenix, Oregon

RECEIVED
FEB 23 1961
ENGINEER
CITY & CO. RELATIONS

250,000 – 1961

250,000 '61 Phoenix Jan. 25 - 1961

Contacted Mr. J. R. Klassen and advised him the engineers estimate on the proposed Laurel Street project was now $39,000 and asked if city could raise additional funds.

Mr. Klassen stated city had no additional funds to go with the $10,500 that city had previously set aside and to cut job back to come within the $30,500 set up for the job.

I asked him how he would like to have the job cut back and he said start at Main & Start and go as far as possible. I figured that between the we could get to "7" Street.

K Klassen.

RECEIVED
DEC 23
315-1713
5870
Phoenix

December 21, 1960

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Herewith location prospectus for a small city project in Phoenix, Jackson County, Oregon

Under the present plans, the project will terminate prior to crossing your tracks on Jackson Street. When the location is made, I will correspond further with you if it does involve any work on railroad right of way.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSPaxe

cc to: Mr. W. C. Williams

RECEIVED
JUL 6 - 1960
FOR FILE
315-1713
5870
Phoenix

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
MAIN STREET TO SOUTHERN PACIFIC RAILROAD
FOURTH STREET, PHOENIX
JACKSON COUNTY

The following prospectus is submitted concerning the above-mentioned section of Fourth Street in Phoenix. The overall length of the project is 0.36 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment. The City of Phoenix requests no change in present grade.

The typical section will consist of a 22-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

Paving, Base and Wear	3"
Top Course, Base	2"
Bottom Course, Base	13"
Total Depth	18"

Final agreement with the City will be necessary.

November 21, 1960

Attach.

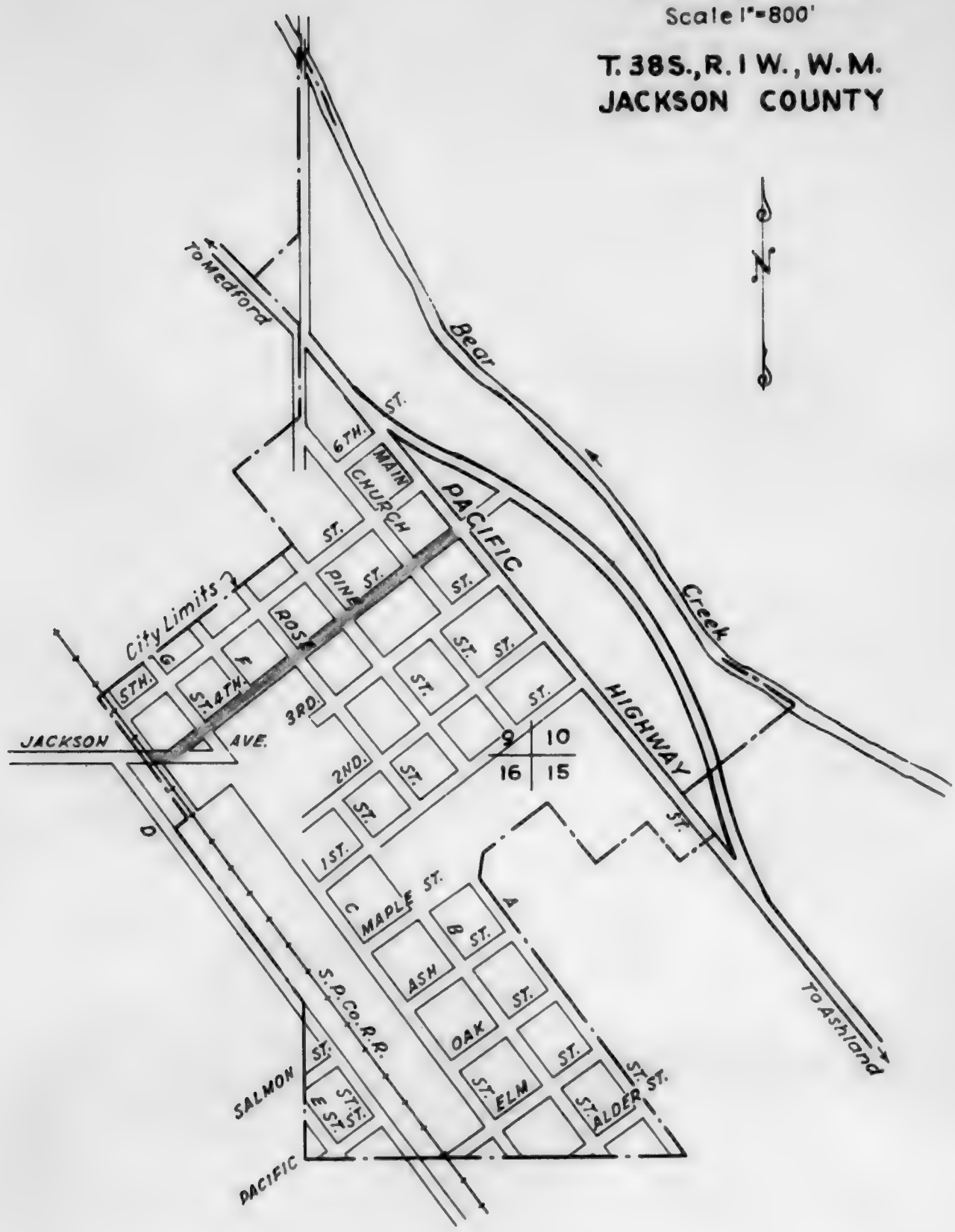
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
F. D. Morgan (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
NOV 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

PHOENIX

Scale 1"=800'

T. 38S., R. 1 W., W. M.
JACKSON COUNTY



Rev. 3-23-55

NOTED
H. S. COX

November 3, 1960

NOTED
Harold C. Avers

NOTED
C. G. SWENSON

Mrs. Frances Steveson
City Recorder
Phoenix, Oregon

Dear Mrs. Steveson:

At its November 3 meeting the State Highway Commission approved the City's request for a construction project on Fourth Street to be financed from the Special City Allotment fund.

The project was approved on the basis that the City pay all costs of the project in excess of $20,000.

You will be contacted in the near future to work out engineering details of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

City Recorder

PHOENIX, OREGON

August 9, 1960

H. C. Ayers
State Highway Department
Salem, Oregon

Dear Sir:

In answer to your letter and estimate of the cost of rebuilding Fourth Street, the City Council does wish to have the project submitted for approval by the Highway Commission.

The City Council have instructed me to set aside $10, 500.00 of State Tax Street Funds to be held for this project.

Thank you very much for your interest and help on this estimate.

Yours truly
Frances Stevenson
City Recorder

RECEIVED
1960

PHOENIX 8/5/60

Preliminary Estimate

Fourth Street from Main Street to the Southern Pacific Railroad Crossing - a distance of approximately 0.36 mile.

Grade, drain, place 10" base course 30' width, 2" leveling course, 3" asphaltic concrete pavement, 22' width with 4' shoulders. (City desires no change in grade)

Gen. Excavation	2650 cuyds.	$ 1.00	$2,650.00
Drainage Excavation	200 cuyds.	4.00	800.00
12" Concrete pipe	560 lin. ft.	3.00	1,680.00
Coarse Crushed Material	2160 cuyds.	3.50	7,560.00
3/4 - 0 in. base	650 cuyds.	3.75	2,437.50
Sprinking	75M/gal.	4.00	300.00
Furnish & place RS2	16 tons	70.00	1,120.00
Class "B" asphaltic conc.	900 tons	10.00	9,000.00
Extra for driveways	28 each	35.00	980.00
		Estimated Construction Cost	$26,527.50
		12½% Engineering & Contingincies	3,315.94
		Survey	650.00
			$30,493.44

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED

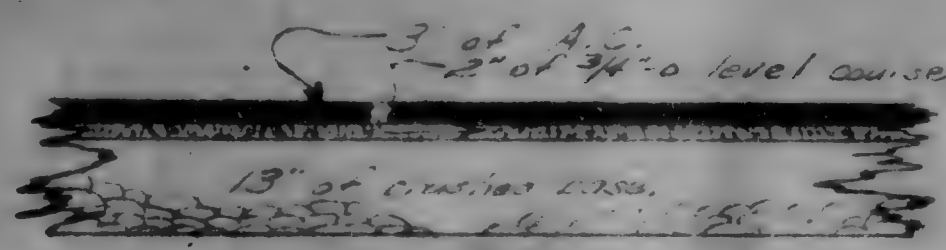
PROPOSED

Section 4th St. (From Main St. - Jackson Ave.) Highway City of Phoenix County Jackson Profile

Spec. Engr. Length of Project Miles. Sta. to Sta. Date 5-3-63

TYPICAL SECTIONS Traffic Classif. - Heavy (High - Medium - Light)

The soil survey and recommended surfacing thickness design completed at the request of H.C. Ayers, County - City.



Typical Soil

27 % L.L.
5 % P.I.
48 % P200
17 % Gravel
35 % Sand
28 % Silt
20 % Clay
22 % Volume

8-3-63

Required Base & Rear		Designed Base	Rear
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			7
18			18

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
All soils to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [signature] Staff Assistant

Recommended by Construction Engineer

Recommended by

Approved by Engineer of Materials
Deputy State Highway Engineer

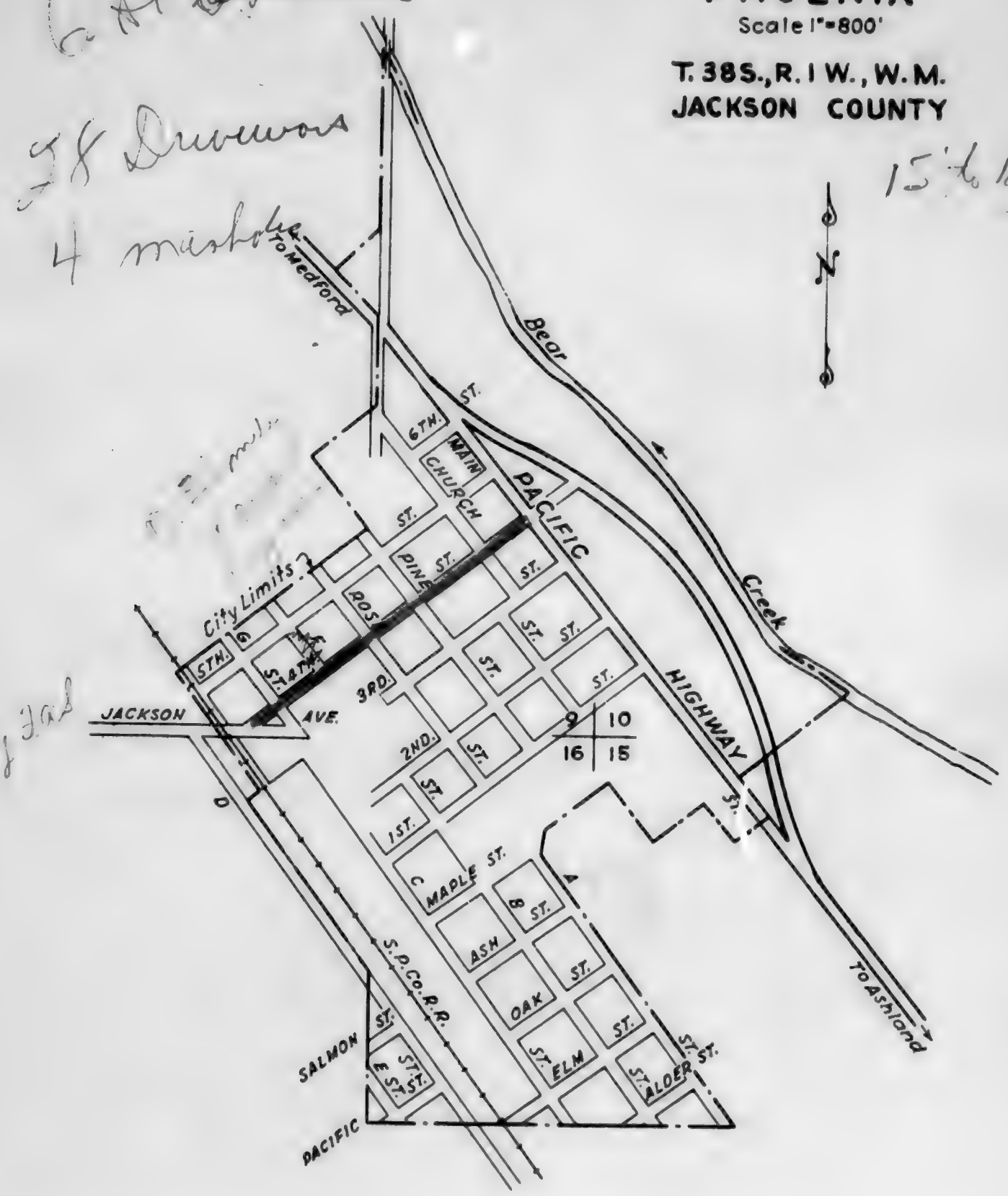
J. G. Klassen

PHOENIX

Scale 1"=800'

T. 38S., R. 1 W., W. M.
JACKSON COUNTY

15" & 18"



Rev. 3-23-55

Council Chamber 7-27-60

Council met in regular session
with all members present.

Upon motion by Councilman Mr.
J. R. Adams, said be second City
Council raise necessary funds and
would like start second, advise
him would be costly project. And
Should make a preliminary estimate
and give them. Motion given with C.C.
and Clerk to give to Councilman Mr.
Adams from Public Works
showing just how automatic signal at Cross.

H.C.

Phoenix (Fourth St.) Section

Cost Estimate

Item No	Item	Quantity	Unit Price	Amount
1	Clearing and Grubbing	All Specified		400.00
2	Drainage Excavation, Unclassified	80 Cu. Yds.	3.50	280.00
3	General Excavation, Unclassified	2660 Cu. Yds.	1.60	4256.00
4	10-inch Concrete Pipe	140 Lin. Ft.	2.25	315.00
5	12-inch Concrete Pipe	570 Lin. Ft.	2.50	1425.00
6	Adjustment of Manholes	2 Only	75.	150.00
7	Coarse Crushed Materials in Base	3220 Cu. Yds.	3.25	10465.00
8	¾"-0 Material in Base	650 Cu. Yds.	3.50	2275.00
9	Sprinkling	100 M Gals.	3.00	300.00
10	Class "B" Asphaltic Concrete	740 Tons.	9.00	6660.00
				26,526.00
	Extra Items			50.00
	Flagging #50			26,576.00
			+12½%	3,322.00
				# 29,898.00
			Survey	600.00
				# 30,500 ✓

126' : 0.24 Mile

0.00
30.00
31.00
33.00
34.00
37.00

RECEIVED
FEB 5 - 1959

RESOLUTION

3-1-60

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Stayton is an incorporated city of the State of Oregon and has a population of 800 as given by the latest official census; and

WHEREAS, the following streets of said city, 14th Street Is in Bad shape lights on Fair-ti-market going and leaves the orchard of the gun Mitch-HK get 'N to Original fee the road should get the A.1 streets [illegible]

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Phoenix does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate J. G. Klassen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st. day of February, 1960

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Phoenix at a regular ~~or special~~ meeting of said Council, held on the 1st. day of February, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of February, 1960.

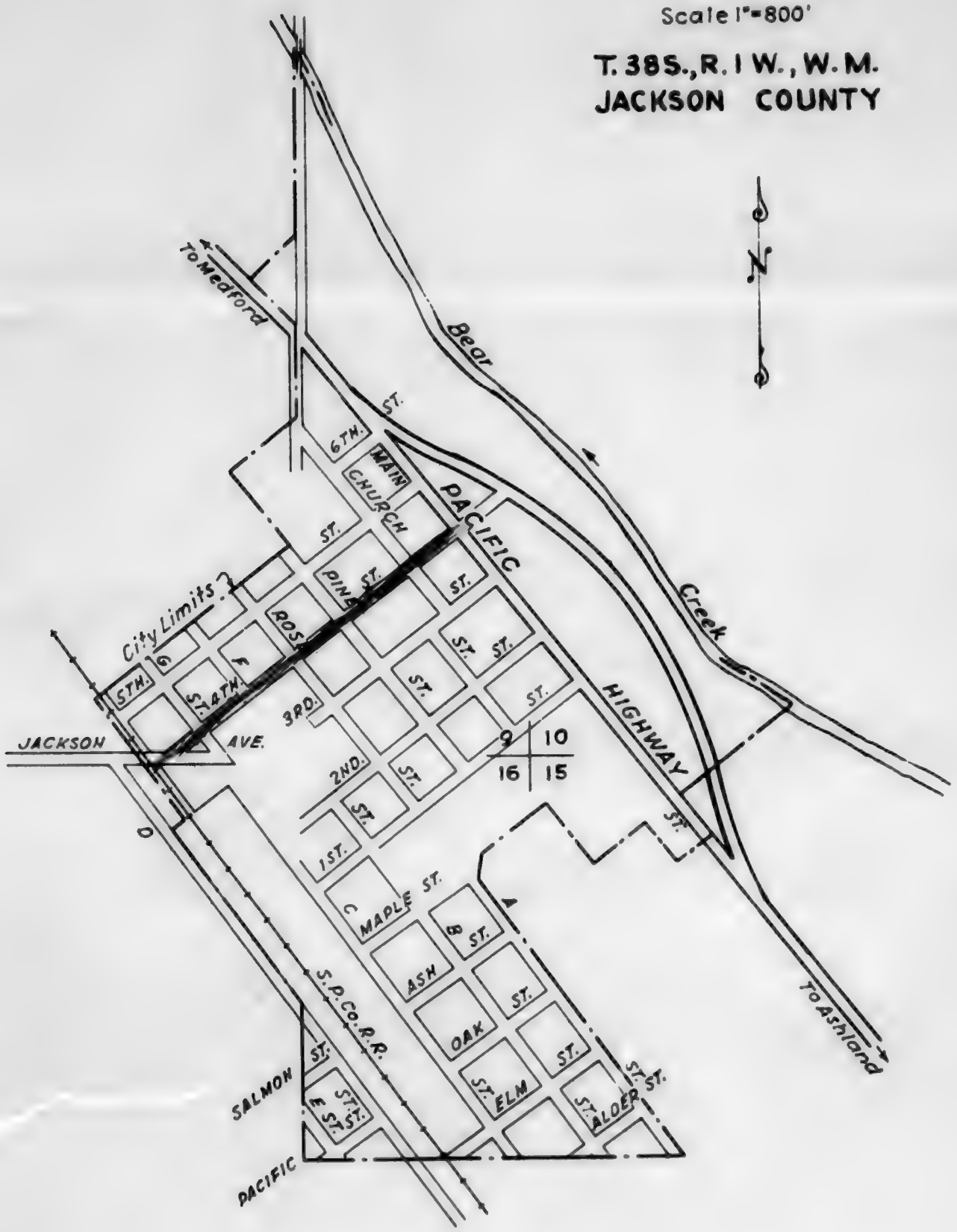
Frances Stevenson
City Recorder

cc-50 (1959 Rev.)

PHOENIX

Scale 1"=800'

T. 38S., R. 1 W., W. M.
JACKSON COUNTY



Rev. 3-23-55

City Recorder

PHOENIX, OREGON

January 22, 1960

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

C. G. Swenson, Engineer
County and City Relations Div.
State Highway Dept.
Salem, Oregon

Dear Sir:

Would you please send the applications for State aid for repairing city streets where the population of the city is under 5,000? Thank you.

Yours truly,
Frances Steveson
City Recorder of Phoenix

Forms Sent
1/25/60

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 25 1960
ENGINEER
COUNTY & CITY RELATIONS

I-5-6(22)303 Structure "A", Banfield Interch 1961
East Bank Freeway Sec. Pac. Hwy
#5871 in Portland. Grad, Pav. & sign.

FORM E-123

RECEIVED
JUL 5 - 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 3, 1968

NOTED
R. L. PORTER

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Re: Ore. Project I-5-6(22)303
Past Final Voucher No. 12
Your File No. 08-35.5

Dear Mr. Simpson:

I have for reply your letter of June 18, 1968 in which you advised us that the amount of $5,496.62 would not be eligible for federal participation until such time as we furnish your office further justification information.

The amount of $5,496.62 was an additional payment for railroad protective costs over and above the amount contained in the contract. As you know the payment of this amount was ordered by the circuit court after a trial before the Judge without a jury. The Plaintiff (i.e., Kuckenberg Construction Co., Inc.) alleged in its amended complaint that the State Highway Commission pursuant to the contract agreed to "bear the cost of all 'railroad protective services' required to be performed by the Union Pacific Railroad Company by reason of construction under the subject contract where such costs were incurred during extensions of time or by conditions beyond control of plaintiff" (i.e. Kuckenberg Construction Co., Inc.).

This allegation was denied by the State and was part of the evidence in the trial.

Attached hereto is a copy of the Judge's opinion in the case and as you will note in the next to the last paragraph in the opinion, the Judge merely stated "that the Plaintiff has sustained the burden of proof required and is entitled to prevail on his claim concerning deductions made by the State for railroad protective costs."

RECEIVED
JUL 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

As you can see from the above decision there is no way of knowing all the grounds the Judge considered in making his determination and therefore aside from this information there is nothing more that we can furnish. However, inasmuch as this expense was incurred in the construction of the section of highway under this contract and we were ordered to pay $5,496.62 by the court, it is my opinion we are entitled to federal participation in that amount.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

cc - Mr. C. H. Maison
Mr. L. H. Young
Mr. R. L. Porter
Mr. F. B. Klaboe

As you can see from the above decision there is no way of knowing all the grounds the Judge considered in making his determination and therefore aside from this information there is nothing more that we can furnish. However, inasmuch as this expense was incurred in the construction of the section of highway under this contract and we were ordered to pay $5,496.62 by the court, it is my opinion we are entitled to federal participation in that amount.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

cc - Mr. C. H. Maison
Mr. L. H. Young
Mr. R. L. Porter
Mr. F. B. Klaboe

RECEIVED
JAN 26 1966
FOR FILING

NOTED
HELEN GREGG

5871

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 4587

Case No.* 57301

To be submitted to Commission: January 25, 1966 Approved by Commission: _____

Name of Case: Luckenber Construction Co., Inc. vs. State County: Marion

Cause of Action: Additional compensation and damages under Contract No. 5871 - Banfield Interchange. Structure A

Demands of Plaintiff: $26,524.00, plus interest and costs

Date (s) of Trial: September 16 and 17, 1965 Judge: Sloper

Attorney for State: Alan Johansen

Attorney for Plaintiff: James A. Moore (Maurtz, Souther, Spaulding, Kinsey and Williamson)

Verdict or Judgment: Plaintiff to recover $6,544.56 Interest: Undecided

Attorney Fees: None Court Costs: Unknown

REMARKS: Plaintiff sought to recover on four separate claims:

A- Right of way delay in the amount of $18,744.80
B- Change in specification re footings at Bent 9, in the amount of $1,047.94
C- Change in specifications re painting of overhead sign structure $1,235.24
D- Railroad Protective Service charges improperly withheld $5,496.62

Total --------- $26,524.60

The case was tried to the court without a jury. Following trial, the parties submitted briefs, and on December 30, 1965, Judge Sloper rendered an opinion that plaintiff was entitled to recover on claims B and D, totalling $6,544.56, and not entitled to recover on claims A or C, totaling $19,980.04.

NOTED
TOM EDWARDS

ALAN JOHANSEN
Signed

AMJ:hg 1-5-66

cc File
G. E. Rohde
J. Robert Patterson
W. H. Haskin
[illegible]

RECEIVED
JAN 26 1966
FOR FILING

NOTED
HELEN GREGG

5571

REPORT OF TRIAL OF CASES OTHER THAN CONDEMNATION

File: L- 4587

Case No.- 57301

To be submitted to Commission: January 25, 1966 Approved by Commission: _____

Name of Case: Luckenbee Construction Co., Inc. vs. State County: Marion

Cause of Action: Additional compensation and damages under Contract No. 5571 - Banfield Interchange. Structure A

Demands of Plaintiff: $26,524.00, plus interest and costs

Date (s) of Trial: September 16 and 17, 1965 Judge: Sloper

Attorney for State: : Alan Johansen

Attorney for Plaintiff: James R. Moore (Maurtz, Souther, Spaulding, Kinsey and Williamson)

Verdict or Judgment: Plaintiff to recover $6,544.56 Interest: Undecided

Attorney Fees: None Court Costs: Unknown

REMARKS: Plaintiff sought to recover on four separate claims:

A- Right of way delay in the amount of $18,744.80
B- Change in specification re footings at Bent 9, in the amount of $1,047.94
C- Change in specifications re painting of overhead sign structure $1,235.24
D- Railroad Protective Service charges improperly withheld $5,496.62

Total --------- $26,524.60

The case was tried to the court without a jury. Following trial, the parties submitted briefs, and on December 30, 1965, Judge Sloper rendered an opinion that plaintiff was entitled to recover on claims B and D, totalling $6,544.56, and not entitled to recover on claims A or C, totaling $19,980.04.

NOTED
TOM EDWARDS

Alan Johansen
ALAN JOHANSEN
Signed

AHJ:hg 1-5-66

cc File
G. E. Rohde
J. Robert Patterson
W. H. Haskin
E. P. Seling
Ivan Marchant
Tom Edwards

RECEIVED
JAN 18 1966
FOR FILE

I-1-6(2:) 303

5871

338K

Salem, Oregon 97310
January 17, 1966

Mr. E. A. Pease
Office Engineer
Construction Division
B U I L D I N G

BPR Participation in
Temporary Signing for
Early Opening

I believe you will find that the Bureau of Public Roads participated in the costs for temporary work necessary in connection with the opening of the "A" structure in the Banfield Interchange.

Please check and advise me. Your check should include examination of extra work orders.

F. B. Kiaboe
Assistant State Highway Engineer

FBK:erb

RECEIVED
JAN 24 1966
FORM E-30X—50M—1-66 SP*6418-734

FOR FILING
1-26-66
5871

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1966

To: Mr. G. E. Rohde
Chief Counsel

SUBJECT: Kuckenberg Construction Co. vs.
State of Oregon
Our File L-4587 - Case No. 57301
Banfield Interchange Structure "A"
Contract No. 5871

O f f i c e

Please refer to report of trial on the above case, to be submitted to the Commission January 25, 1966.

By letter of January 3, the attorney for Kuckenberg advised that they do not plan to appeal, and ask whether we have any such plans. If nobody is going to appeal, the preparation of findings and conclusions, and the final judgment will be much simpler for all parties. As indicated on the report of trial, the court allowed recovery on two claims totaling $6,544.56, and denied recovery on two claims totaling $19,980.04.

As indicated in our previous conversations, after hearing the evidence I regard this judgment as a substantial victory for the State. Al Rear, who was present at the trial on behalf of the Bridge Division, indicated to me some doubt as to the propriety of the court allowing recovery on one small claim of $1,047.94.

I am inclined to agree that there may be some doubt as to that claim, but I certainly would not recommend appeal on that basis, especially since this would no doubt prompt the plaintiff to cross-appeal from the court's denial of nearly $20,000 in other claims.

If no one is going to recommend to the Commission that the case be appealed, which seems a reasonable assumption, I would appreciate being able to so advise the other attorney, in order that this file can be closed out.

ALAN H. JOHANSEN
Attorney

NOTED

AHJ:ks
cc: Tom Edwards
Ivan Merchant
F. C. McKinney

RECEIVED
JAN 14 1966
OFFICE
STATE HIGHWAY

RECEIVED
SEP 29 1965
FOR FILING
I 5 6 (22) 502
1 1 1

Salem, Oregon
September 28, 1965

Transfer of Steel Piling
Contract No. 5871

Mr. Robert V. Cotton
Bridge Superintendent
Division 1
P. O. Box 02157
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Listed below are the lengths of steel piling which were transferred to your holding account from Contract No. 5871 by transfer of September 21, 1965.

3-60	ft. full length piling	at $4.85	per ft.
11-55	ft. full length piling	at 4.85	per ft.
1-30	ft. full length piling	at 4.85	per ft.
1-22.4	ft. cutoff piling	at 4.85	per ft.
1-22.5	ft. cutoff piling	at 4.85	per ft.

This should complete the information you requested as to lengths and prices of piling included in the transfer.

Clifford Laux
Engr. Asst.

CLids

cc: L. H. Young
V. Gallager
I. D. Merchant

RECEIVED
JUN 26 1964
FOR FILING

June 25, 1964

The Fidelity & Casualty Co. of N.Y.,
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

A post-final payment for $650.00 will be made to Kuckenberg Const. Co., on contract #5871 for the Banfield Interchange Structure "B" on the East Bank Freeway Section of Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $982,805.96, including the post-final payment. Of the total, $170.25 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N.Y.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Kuckenberg Const. Co.,
11104 NE Holman Street
Portland 20, Oregon

cc: C. H. Maison
Attn.: John Herr

Date: 6/25/64

Floyd Query
Commission Secretary

A voucher has been prepared to pay 25 Part Final

Contract No. 5871, Est. No. 25, Date: to 6/18/64, Amt. $650 cc

Contractor Kuckenberg Construction Co.

Totals to date: Paid to contractor $ 982,805.96

Amount of force account $ 170.25

Amount of retained percentage $

Claims Section
Accounting Division

3/64

RECEIVED
FEB 13 1964
FOR FILING

February 11, 1964

1372

Mr. James R. Moore
Nauts, Souther, Spaulding, Kinsey & Williamson
Standard Plaza
Portland, Oregon 97204

Dear Mr. Moore:

Re: Banfield Interchange, Structure A
Contract No. 5871
Claim-Kuckenberg Construction Co., Inc.

Reference is made to your letter of December 4 and my reply of December 19 in regard to the claim of the Kuckenberg Construction Company for Structure A on Contract No. 5871. The following is a report from the Bridge Division.

A thorough study has been made of the claims by Kuckenberg Construction Company Inc., an additional compensation on Oregon State Highway Department Contract No. 5871 submitted with your letter of December 4, 1963. This claim is for a total amount of $27,509.96 and is broken down into five items as listed below.

Item 1.	Denial of access to jobsite.	$18,452.30
Item 2.	Additional for drilled columns.	1,047.94
Item 3.	Standby time, extra move in and out costs.	292.90
Item 4.	Cost of railroad protective services	5,496.62
Item 5.	Sandblast and paint sign, structures, and galvanized walkways	2,220.60
	Total	$27,509.96

Item 1. The area of construction for Structure A was a very congested area. Plans and specifications indicated this condition and an examination of the site and a study of the then existing conditions would verify the fact that some construction delays and rescheduling of work would be necessary. At no time was any guarantee

made that the entire site would be available for uninterrupted work. Letters from Kuckenberg Construction Company, Inc., dated April 17, May 3, May 24, June 1, June 8, June 30, September 22, and September 29, 1961, are protests of workday charges. These protests were investigated at the time and more recently by a reexamination of the records. Records indicate that the denial of the protests was proper under the terms of the contract. The contractor's claim of supervisory and field office expense for 78 days in the amount of $18,432.30 is denied.

Item 2. This claim is for additional compensation for drilled columns at Bent No. 9. There was no change in conditions as shown on the plan between the time the contract was awarded and the time that drilling was started other than those conditions created by the contractor. The responsibility for scheduling and completing the work lies with the contractor and extra costs resulting from his choice of methods of prosecuting the work must be borne by him. At the contractor's request the right footing of Bent No. 9 was revised to a conventional pile footing. Piling, pile driving, concrete, and reinforcing were paid for at unit bid prices. The claim for $1,047.94 is denied.

Item 3. This claim could be considered an addition under Claim 1 as to nonavailability of certain areas. An examination of the site would indicate the work to be done by other contractors to clear the site of Structure A for construction. The power line in question served only the building to be removed by another contractor and upon the building removal the power line would be removed. The State believes that Article 1.3.3 of the special provisions places a responsibility on the contractor to ascertain all conditions which may affect his work and schedule his work accordingly. For these reasons, the claim of $292.50 is denied.

Item 4. An amount of $6,290.00 was set up in the contract for railroad protective services to be paid by the State with any costs above this amount to be borne by the contractor. The State made no guarantee as to the total amount of railroad protective services and specifically makes it a contractor responsibility to determine these total costs based on his schedule of operations and contract scheduling restrictions. For the above reasons, the claim of $5,496.62 is denied.

Item 5. This claim is made up of two parts as follows:
(A) Claim for sandblasting and priming only in an amount of $985.36.
(B) Pretreatment and painting of galvanized walkways on sign structures in an amount of $1,235.24.

Article 2.14.3 of the special provisions under "Overhead Sign Structures" requires three coats of paint with "all surfaces" to be painted. No adjustment will be made for pretreatment and painting of galvanized surfaces as Article 2.14.3 requires "all surfaces" to be painted.

However, there is a definite lack of specifications for cleaning of steel surfaces. Silence of the specifications would permit of cleaning by Method A—hand cleaning which presumably would be a cheaper method of preparing the steel for painting. The State will adjust with the contractor for a portion of the $985.36 claim for the increase in sandblasting costs over hand cleaning. No adjustment will be made for prime coating as this is a contract requirement.

A general observation of construction progress would be that the construction rate was equal to or above normal production through and including structural steel erection. After the erection of structural steel and until completion job progress dropped to a rate below what could be considered as normal; however, the project was completed in 298 workdays with a specified workday completion of 300 workdays.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. H. Stephenson
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Ivan D. Marchant
Fred Klaboe

IDM:mm hlb

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
STANDARD PLAZA
PORTLAND, OREGON
97204

TELEPHONE
222-9981
CABLE ADDRESS
"ROBCAL"

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
JAMES H. BRUCE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
JOHN ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN

February 7, 1964

State Highway Department
State of Oregon
Salem 10, Oregon

Attention: P. M. Stephenson
Assistant State Highway Engineer

Gentlemen:

Re: Kuckenberg Construction Company,
Contract No. 5871

I have received no further word on the claim of the above mentioned contractor since your letter of December 19, 1963. It would be appreciated if you could advise me of the status of the claim.

It is the desire of the contractor to have the claim resolved as soon as possible, and as you know, the contract documents require the contractor to commence any action on the claim within a limited period of time following the final estimate.

Under the circumstances, I feel it is appropriate to receive a response from the State Highway Department on the above claim within the next thirty days, or a request for additional information such as desired to properly evaluate the claim of the contractor. Thank you for your prompt consideration.

Yours very truly,

James R. Moore

James R. Moore

RECEIVED
DEC 20 1963
FOR FILING

December 19, 1963

Mr. James H. Moore
Mautz, Souther, Spaulding, Kinsey & Williamson
Attorneys at Law
Standard Plaza
Portland, Oregon 97204

Dear Mr. Moore:

Receipt is acknowledged of your letter of December 4 and the accompanying claim of the Kuckenberg Construction Company, Inc., in regard to their State Highway Department Contract No. 5871.

This claim has been sent to our Bridge Division. This Division is now making a report on the same.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephanson
Assistant State Highway Engineer

PMS:hlb

cc Forrest Cooper
R. L. Porter
I. D. Marchant

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
STANDARD PLAZA
PORTLAND, OREGON
97204

TELEPHONE
222-9981
CABLE ADDRESS
"ROBCAL"

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
JAMES H. BRUCE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
JOHN ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN

December 4, 1963

State Highway Engineer
State Highway Commission
of the State of Oregon
Salem, Oregon

Attention: P. M. Stephenson
Assistant State Highway Engineer

Re: Kuckenberg Construction Co., Inc.
Claim - Banfield Interchange-Structure A
Contract No. 5871

Gentlemen:

The undersigned represents Kuckenberg Construction Co., Inc. Pursuant to Article 1.9.14 of Standard Specifications for Highway Construction, as revised by Supplement 6-8-55 and as applicable to the above contract, this claim is presented within the period of time set forth therein by reason of the fact that the final estimate and voucher prepared by the engineer is incorrect and insufficient in amount.

The claim in summary form is as follows:

1.	Denial of access to jobsite	$18,452.30
2.	Additional for drilled columns	1,047.94
3.	Standby time, extra move in and out costs	292.50
4.	Cost of railroad protective services	5,496.62
5.	Sandblast and paint sign structures and galvanized walkways - Presented on behalf of A.H.Barbour & Son, the painting subcontractor who has no direct contractual relation with the State of Oregon.	2,220.60

Attached hereto is a resume of the above claims together

with certain correspondence and exhibits relating thereto.

Your early reply will be appreciated.

Yours very truly,

James R. Moore

James R. Moore

JRM:J

Encl.

RECEIVED
DEC 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1963
OREGON
STATE HIGHWAY COMMISSION

CLAIM OF KUCKENBERG CONSTRUCTION CO., INC.
BANFIELD INTERCHANGE-STRUCTURE A
Contract No. 5871

1. Denial of access to jobsite. During the summer and fall of 1961, during the prosecution of the subject contract, the contractor was periodically and consistently denied access to various portions or all of the jobsite by reasons of conditions over which the contractor had no control. Attached hereto are letters from Kuckenberg Construction Co., Inc. to the State Highway Department dated April 17, May 5, May 24, June 1, June 8, June 30, September 22nd and 29, 1961. These letters delineate various areas where the contractor was denied access and the reasons therefor. The total period of time elapsed amounts to 78 days during which all or a portion of the job could not be prosecuted. During this time the supervisory and field office expense of Kuckenberg Construction Co., Inc. and a proportionate amount of the main office overhead and expense continued. Contractor claims compensation for the additional cost during the 78 days involved. The following is a list of such cost.

Supervisory personnel:	78 days @ $190.29	$14,842.62
Field Office expense:	78 days @ $6.85	534.30
		$15,376.92
Main Office overhead:	@ 20%	3,075.38
	Total	$18,452.30

2. Additional Compensation for Drilled Columns. Attached hereto is the contractor's letter of May 26, 1961 delineating the reasons for this claim and itemizing the cost therefor. Briefly, the cost involved relate to the expense of drilling of columns and footings in the vicinity of Bent 9 by reason of the unsuitability of the material. The total of this portion of the claim is $1,047.94.

3. Standby Time - Move-in and Move-out Cost. This portion of the contractor's claim has been previously set forth in the contractor's letter of June 9, 1961 which is attached hereto. This claim is based upon direct expenses incurred as a result of inability to utilize the drilling rig because the State failed and refused to move power wires which it was their responsibility to do. The claim involves seven hours standby time at $27.50 per hour plus move-in and move-out cost. The total claim is in the sum of $292.50.

4. Railroad Protective Cost. The State has charged the contractor $5,496.62 as costs incurred by the railroad attributable

to this contract in excess of the total estimated cost of protective services set forth in the Supplement to Article 1.7.12 of the Contract Specifications. The State has no right to charge the contractor for such cost where such costs are caused or incurred during an approved extension of time or by conditions beyond the control of the contractor. It is the position of the contractor that the additional costs incurred by the railroad were by reason of operations during extensions of time or during periods of time which the contractor did not have access to the job in question (including the 78 days mentioned above in paragraph 1 of this claim) or caused by conditions beyond the control of the contractor. Except for denial of access to the jobsite and attributable delays, all beyond the control of the contractor, the job could have been completed in such time as to make unnecessary the great bulk of the railroad protective cost. It is the contractor's position on this portion of the claim that the additional costs were attributable to periods of time during which the contractor was not or could not perform the normal contract work and/or by conditions beyond the control of the contractor.

5. Claims for sandblasting and painting. This claim is submitted at the instance of the painting subcontractor, A.H.Barbour & Son and for their benefit, since they have no direct contractual relationship with the State. The claims relate to the following two items:

a. Sandblast and prime sign structures: This item in question is listed under Overhead Sign Structures on pages 96 through 125 of the specifications. The painting of this sign structure is covered as a separate item on page 104 of the contract specifications, and the requirement is totally different from the painting requirement given on pages 78 and 79 of the contract specifications for painting structural steel.

On page 97 of the contract specifications, the reference is to Division II of the Oregon State Highway Standard Bridge Structure Specifications.

On page 61, Division II of the Oregon State Specifications, paragraph 2.14.3 "number of coats and color" states as follows:

"All steel shall be painted one shop or prime coat and with not less than two field coats."

The special requirements as listed in the special conditions relating to the Banfield Freeway on page 104 of the contract specifications are as follows:

" Number of coats and color - Article 2.14.3
1. Prime coat all surfaces formula 12-51.
2. First field coat all surfaces formula 15-51.
3. Second coat field coat all surfaces formula 15-51."

The intent of the specifications was to separate the requirements of painting on the sign structure from the requirements of the specifications for painting structural steel, inasmuch as the special specifications for the bridge involved had definitely modified the requirement of the standard specifications for painting structural steel to definitely state that field sandblasting and priming would be required. In the case of the sign structure, the standard specification was not modified and the steel was to have been cleaned and primed prior to erection in the shop, and the subcontractor was to have applied the two finish coats in the field.

This claim and the charge for sandblasting and priming only of the steel is the basis of the instant claim in the amount of $985.36. The charge is based on H.Barbour & Son, Inc.'s cost for labor, material and equipment rental, plus the normal charge for overhead and profit.

b. Pretreatment and painting of galvanized walkways on Sign Structure: The amount of this portion of the subcontractor's claim is $1,235.24. No statements are made in the special instructions of the specifications for the specific bridge in question, which modify the Oregon State Standard Specifications.

On page 59 of the Oregon State Standard Specifications, paragraph 2.12.10 - painting, which is a part of Section 12, Steel Grid Flooring, (and is not a part of the specifications for structural steel) the following statement is made:

> Flooring furnished without galvanizing, but with a shop coat of paint, shall be given two field coats of paint, in accordance with the specifications for painting metal structures. Special requirements not including painting for galvanized flooring are delineated in paragraph 2.12.8, Repairing Damaged Galvanized Coating. It is the subcontractor's contention that the galvanized gratings furnished were not required to be painted under the terms of the specifications; however, the State and consequently the general contractor required that they be painted.

It is evident that the State contends that the term all surfaces as stated in Article 2.14.3 of the special provision includes the galvanized floor decking. However, it is the contention of the subcontractor that the item Steel Grid Flooring would or should have been included in the special provision with a specified requirement for painting galvanized surfaces, if they were to have been painted, inasmuch as the galvanized decking furnished is the item or items specified in the general specifications as Steel Grid Flooring.

Respectfully Submitted

KUCKENBERG CONSTRUCTION CO.,INC.

By /s/ Henry Kuckenberg
Henry Kuckenberg - President

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7497

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

TEL. PHONE:
ALpine 3-7533

200 N.E. Ulloa St.
Portland, Oregon
September 29, 1961

Oregon State Highway Department
2001 N.E. Ulloa St.
Portland, Oregon

Re: Smithfield Interchange,
Structure A, # 5671

Attention: Mr. John Howard, Asst. Bridge Engineer

Gentlemen:

We are protesting your statement of 5 work day charges dated September 25, 1961.

We are still denied access to Route 5 through 3, in fact have been since the award of the contract. Demolition of this building is in progress but is proceeding at a snail's pace.

Structural steel is on the job, since these bents are not ready for steel, through no fault of ours, this steel will have to be stockpiled and then reloaded. This, you know will present extra costs.

We request you suspend the charging of work days until the entire project is available for construction.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

E. A. Mortensen, Gen. Supt.

EAMcoy
cc: main office

KUCKENBERG CONSTRUCTION CO.

GENERAL CONTRACTORS

P. O. BOX 1407

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

TEL. PHONES:
ATlantic 9-7533
Be 6 5434

200 N.E. Glisan St.
Portland, Oregon
September 22, 1961

Oregon State Highway Department
9521 N.E. Glisan St.
Portland, Oregon

Re: Banfield Interchange
Structure A, # 5071

Attention: Mr. John Howard, Res. Bridge Engineer

Gentlemen:

We are protesting your statement of waiting charges dated September 18, 1961.

We are still denied access to Units 3 through 9. At this time demolition is in progress on the building in the way of construction of these three Units, but in our opinion it is not being prosecuted as vigorously as it should be. Yet are aware we have denied access to this area ever since the award of the contract and as a consequence our sub-contractor has delayed shipment of structural steel from August 15, 1961 until September 25, 1961.

Therefore we feel waiting charges should be suspended until all parts of the project are available for construction.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Martensen, Gen. Supt.

RAM:ep
cc: main office

KUCKENBERG CONSTRUCTION CO.

GENERAL CONTRACTORS

P. O. BOX 7697

11108 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

TEL. PHONE:
ALPINE 3-7533
EM 6 5436

200 N.E. Oliver St.
June 30, 1961

Oregon State Highway Department
5821 N.E. Oliver St.
Portland, Oregon

Re: Banfield Interchange, Structure A
Contract # 5071

Attention: Mr. John Howard, Asst. Bridge Eng'r

Gentlemen:

We are protesting the charging of 5 work days for the week ending June 23, 1961.

You are well aware we are prevented from working in the areas of Bent 2 through Bent 6 because of power and telephone lines, plus the fact the building is occupied by Peter Kiewit & Sons Construction Co. In the areas of Bent 10 and 11 this company is constructing a retaining wall. This wall must be completed before the spur track can be moved, thus allowing us to construct Bent 11. This retaining wall has been open three weeks, the footing has been poured. The reinforcing steel is in place for the wall proper; it has been all week, but absolutely no effort is being made to finish this wall. During this time a railroad flagman and engineer inspector are standing by. If, because of this standstill, the railroad insures costs above the amount set forth in the contract, be assured we will not absorb them.

On August 1, 1961, structural steel is due to arrive. We contemplate erecting from Bent 2 to the South. If these areas are not made available to us in time to complete sufficiently ahead of our schedule of steel erection, additional costs up and above what was contemplated when bidding the project will be billed to the Oregon State Highway Dep't.

These costs in part would include working under adverse weather conditions, extended supervision and field office expenses, and a proportionate amount of the main office overhead.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Gen. Supt.

RAMcp
cc: main office

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7533

RE 6 5434

200 N.E. Oliesn St.
Portland, Oregon
June 9, 1961

Oregon State Highway Department,
5821 N.E. Glisan St.,
Portland, Oregon

Re: Banfield Interchange, Structure A
Contract # 5872

Attention: Mr. John Howard, Asso. Bridge Eng'r

Gentlemen:

On Monday morning June 5, 1961, your people were notified by phone and also personally in the field that power wires over Bent 4 would have to be moved before we could drill the columns and column footings at Bent 4. We had planned to begin drilling at Bent 4 but moved to Bent 3 because of these wires, thereby allowing your people time for action on moving these wires.

Your office personnel was reminded of this situation several times on Tuesday and again on Wednesday, June 6 and 7, 1961.

The drilling was finished on Bent 3 at 10:00a.m. Wednesday, June 7, 1961. The drill rig stood by for six (6) hours that day and one (1) hour on Thursday, a total of seven (7) hours standby time. At 9:00 a.m. Thursday, June 8, 1961, the drill rig moved to another project; because nothing had been done to get these power wires moved.

We do not feel it is our responsibility to order these utilities moved, nor do we intend to pay for any such moves.

Please be advised we shall bill you for standby time at $ 27.50 per hour plus additional move in and out costs.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Gen. Supt.

RAM:ep
CC: main office

Received

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7535

RE 6 5434

200 N.E. Gilsan St.
Portland, Oregon
June 8, 1961

Oregon State Highway Department
5821 N.E. Gilsan St.
Portland, Oregon

Re: Sanfield Interchange,
Structure A, Contract # 5871

Attention: Mr. John Howard, Asst. Bridge Eng'r

Gentlemen:

We are in receipt of your weekly statement of work day charges dated June 2, 1961, on which we were charged four days; May 29 and 31, June 1 and 2, 1961.

We protest this four day charge; namely, because many areas are still unavailable to our construction forces due to circumstances beyond our control.

You are quite aware that another contractor has not completed his work in the area, the Union Pacific has not permitted us access, and power wires must be moved at Unit 3.

We contend work days charges should be suspended until all obstacles are removed and the complete project is available to us.

We request the return of the four work days charged on the statement dated June 2, 1961.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Gen. Supt.

RAM:cp
cc: files
main office

Main office

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7697

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

BUS. PHONE:
ALpine 3-7933
RE 6 5434

200 N.E. Oliver St.
Portland, Oregon
June 1, 1961

Oregon State Highway Department
5521 N.E. Oliver St.
Portland, Oregon

Re: Sunfield Interchange
Structure 4, Contract # 5871

Attention: Mr. John Howard, Res. Bridge Engineer

Gentlemen:

We are protesting the charging of work days on May 22, 23, 24, 25, and 26, 1961, as shown on your statement dated May 29, 1961.

Specific reasons for this protest remain as stated in previous letters; namely, the inaccessibility of many areas of construction due to circumstances beyond our control.

Because many areas have been and still are unavailable to us, we have not been able to proceed in a scheduled manner. This has necessitated many moves which would have been unnecessary had the complete project been available. It seems we are being unduly penalized by this time loss, additional cost and the work day charge.

It would seem only equitable to consider all these factors and suspend the charging of work days until such a time the entire project is available to our construction forces.

We request the return of the five work days charged on your statement dated May 29, 1961.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Gen. Supt.

RAM:ep
cc: main office

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7533
RE 6 5434

200 N.E. Glisan St.
Portland, Oregon
May 26, 1961

Oregon State Highway Department
3601 N.E. Glisan St.
Portland, Oregon

Re: Sunfield Interchange, Structure A,
Contract # 5071

Attention: Mr. John Howard, Asst. Bridge Engineer

Gentlemen:

The material in the vicinity of Bent 9 proved unsuitable for drilled columns and column footings. As a result of this, extra costs were involved in doing this work. Listed below are the extra costs incurred in construction of the left and center drilled columns and column footings. These are costs above the unit bid prices for which we expect compensation. On the right drilled column and column footing we expect compensation in the amount of $ 442.75, our cost in drilling only, even though this failed. Unit prices for drilled column and column footing will not prevail here.

Since right footing Bent 9 has been revised to a pile cap footing, unit prices for items used in construction of such will apply.

Bottom section, left # 31			
9 hrs. drilling	@ 27.50	$ 247.50	
10 c.y. concrete	@ 13.80	138.00	
Labor		16.50	
	plus 15%	40.32	$ 442.30
Section, # 31			
5 hrs. drilling	@ 27.50	$ 110.00	
1 c.y. concrete	@ 13.80	13.80	
Labor		44	$ 142.89
	plus 15%	16.65	
Middle, #2			
25 hrs. drilling	@ 27.50	$ 385.00	
	plus 15%	57.75	$ 442.75
Total extra costs			$ 1,047.94

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Com. Supt.

RAM:ep
601 main office

Original Office

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11184 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

PUB. PHONE:
ALPINE 3-7533
RE 6 5436

250 N.E. Olsen St.
Portland, Oregon
May 24, 1961

Oregon State Highway Department
1952 S.E. Oliver St.
Portland, Oregon

Re: Sunfield Interchange,
Structure A

Attention: Mr. John Howard, Res. Bridge Engineer

Gentlemen:

We are protesting the charging of work days May 15, 16, 17, 18, and 19, 1961, as shown on your weekly statement dated May 22, 1961.

Several portions of the job are still not accessible to our construction forces. An active fuel tank still remains in the center of the fig. at Bent 4 L. A railroad spur must be completed by Peter Kiewit & Sons before we can proceed work on Bents 11, 12 and 13. This item of work as yet has not been started.

Starting with these obstructions plus those listed in previous letters of protest has prevented us from proceeding in an orderly construction manner and has thoroughly disrupted our schedule. This condition is very apparent and as you must be aware of, also very costly.

There are circumstances over which we have no control and until they are remedied we feel it unjust to be charged work days.

We request the return of the five (5) days charged on your statement dated May 22, 1961.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Hartmann, Gen. Supt.

RAH:ep
cc main office

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALPINE 3-7533
BR 6 5434

PORTLAND 20, OREGON

200 S.E. Oliesn St.
Portland, Oregon
May 5, 1961

Oregon State Highway Department
3215 N.E. Clackamas St.
Portland, Oregon

Re: Sunfield Interchange, Structure A
Contract # 5871

Attention: Mr. John Howard, Res. Bridge Engineer

Gentlemen:

We are protesting the charging of work days on April 26, 27, and 28, 1961, as listed on your weekly statement dated May 1, 1961.

In our letter of April 26, 1961, we listed a number of conditions which are preventing us from proceeding with construction. In brief, we repeat these conditions: 1. A live water main in the center of one ftg. Bent 9,
2. An active 10,000 gal. fuel tank in the center of the ftg. Bent 4 L,
3. A large building at the S.W. corner of N.E. 1st and Oregon,
4. Access denial by the Union Pacific Railroad for lack of adequate insurance although we met the insurance requirements as specified in the contract.

These are circumstances over which we have no control and we feel we should not be penalized for such. A 60% efficiency cannot be reached when faced with such drawbacks.

Until such a time when these conditions are removed and we can proceed with construction, we feel the charging of work days should be suspended.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Gen. Supt.

RAM:ep
cc: main office

Main office

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7467

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

BUS. PHONE:
ALPINE 3-7535

RR 6 5434

200 N.E. Union St.
April 17, 1961

Oregon State Highway Department
3215 N.E. Cleveland St.
Portland, Oregon

Re: Sunfield Interchange, Structure A
Contract # 5371

Attention: Mr. John Howard, Resident Bridge Engineer

Gentlemen:

We are protesting the 5 work days charged on your statement for the week ending April 7, 1961.

As stated in our letter of April 4, 1961, the largest part of the project is still not available to our construction forces.

We notice at this writing no progress has been made on relocation of the U.P. telegraph lines which must be relocated before excavation for the railroad spur and the moving of the access road.

Our original schedule called for delivery of structural steel in August, 1961, and was planned as one continuous erection process. The savings in dollars in such procedure was passed on to the Highway Department. Undoubtedly, if this schedule is to be met these delays and obstructions must be resolved in the near future.

Under these circumstances we do not feel workdays should be charged against this project until we can organize for one continuous operation, weather permitting.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Hartmann, Gen. Supt.

RAH:ep
cc: main office

RECEIVED
JUN 14 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

(102) 203
5711

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 11, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Banfield Interchange (Structure "A")
East Bank Freeway
Pacific Highway - Multnomah County
Contract No. 5871 - Bridge No. 8588A

Gentlemen:

This is to advise you that as of January 8, 1963, all work required by this contract that affects your facilities has been completed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjh

cc: R. L. Porter
I. D. Merchant
F. B. Klaboe
John Howard

RECEIVED
JUN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1963
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 8, 1963

Commissioner William A. Bowes
Commissioner of Public Works
CITY OF PORTLAND
City Hall
Portland 4, Oregon

NOTED
R. L. PORTER

Dear Commissioner Bowes:

On July 23 you transmitted a letter from the City Engineer stating that certain damage had been done to the City's Sullivan sewage pumping station and the Alder sewage pumping station. In our reply by letter dated July 27, 1962, it was requested that we be informed of the amount of the damage and the date the claim was satisfied.

On April 5, 1963, I again asked that you inform us of the status of these two damage claims, but have not yet received a reply. On three different occasions I contacted the City Engineer who thought the claims had been settled but could not tell me for sure until he checked further with his personnel.

I must assume that your silence in this matter indicates that our contractors have satisfactorily taken care of the damage done to your pumping facilities, and am, therefore, informing our Salem office that they may release the final payment to the contractors.

Very truly yours,

Original Approved by F. B. Klabee

F. B. Klabee
Metropolitan Engineer

AAR:sb

cc: Mr. R. L. Porter
Mr. L. I. Lindas
Mr. Ivan Merchant
Mr. John Howard
Mr. Ed Hardt

RECEIVED
MAY 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1963
FORM E-1254
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FILES
5 1 11

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 5, 1963

Commissioner William A. Bowes
Commissioner of Public Works
CITY OF PORTLAND
City Hall
Portland 4, Oregon

Dear Commissioner Bowes:

In your letter dated July 23, 1962, you informed this office that certain damage had been done to your Alder Street and Sullivan sewage pumping stations. I informed each of our contractors that they were responsible for any damage done by their crews or their subcontractors. I believe that the claims have been satisfied or that arrangements have been made to repair any remaining damage.

Will you kindly inform us of the status of these damage claims so that we may release the final payment to the contractors.

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

By: Alfred A. Kear
Assistant Metropolitan Engineer

AAR:sb

cc: Mr. R. L. Porter
Mr. L. I. Lindas
Mr. Ivan D. Merchant
Mr. John D. Howard
Mr. Edward Hardt

RECEIVED
APR 5 63
OFFICE
STATE HIGHWAY ENGINEER

FORM E-123

RECEIVED
JUL 30 1962
FOR FILING
3871

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

July 27, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Commissioner William A. Bowes
Commissioner of Public Works
City Hall
Portland, Oregon

Dear Commissioner Bowes:

This will acknowledge receipt of your letter of July 23, 1962 in which you advise us of damage to your pumping facilities in both the Alder and the Sullivan Pump Stations. The damage was apparently caused by construction firms or their subcontractors doing work ~~with~~ for the Oregon State Highway Department under contract.

The claim for damage to your Alder Pump Station should be directed to J. N. Conley and Hannan Bros., whose address is 4332 N. E. Royal Court, Portland 13, Oregon.

The claim for damage to your Sullivan Pump Station should be directed to the Kuckenberg Construction Co., whose address is 11104 N. E. Holman Street, Portland 20, Oregon.

To expedite the payment, the damage claim should be filed directly with the contractor involved. Submitting your claim through this office can only add to the delay in processing your claim.

Your claims must be satisfied before final payment can be made to the contractor. In order that the final payment can be made with the least possible delay, it will be necessary that this office be informed as to 1. amount of the claim 2. date the claim has been satisfied.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

FILED
G. S. PAXSON

AAR/bb
cc: G. S. Paxson
L. I. Lindas
Ivan Merchant
John Howard
Edward Hardt

RECEIVED
JUL 30 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon
July 27, 1962

J. N. Conley and Hannan Bros.
4332 N. E. Royal Court
Portland 13, Oregon

Gentlemen:

Enclosed is a copy of inter-office correspondence from the City Engineer to Commissioner Bowes, Commissioner of Public Works, and also a copy of Commissioner Bowes' letter of transmittal to this office. The fourth paragraph of the inter-office correspondence outlines damage to the City's Alder Pumping Station.

The City of Portland is being advised that they should file their damage claim directly with you since the damage was apparently the result of sandblasting by your sub-constractor or by your own construction forces.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By:

Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
Encl.
cc: G. S. Paxson
Ivan Merchant
L. I. Lindas
Edward Hardt

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

July 27, 1962

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 20, Oregon

Gentlemen:

Enclosed is a copy of inter-office correspondence from the City Engineer to Commissioner Bowes, Commissioner of Public Works, and also a copy of Commissioner Bowes' letter of transmittal to this office. The third paragraph of the inter-office correspondence briefly outlines damage to the City's Sullivan Pumping Station.

The City of Portland is being advised that they should file their damage claim directly with you since the damage was apparently the result of sandblasting and painting by your subcontractor.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
Encl.
cc: G. S. Paxson
Ivan Merchant
L. I. Lindas
John Howard

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

CITY OF PORTLAND
OREGON

O. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

1.25.62
cy

July 23, 1962

Mr. Lloyd Shaw
Metropolitan Engineer
Oregon State Highway Department
5821 NE Glisan Street
Portland, Oregon

Dear Sir:

Confirming Mr. Fowler's conversation with you concerning damage to Sewage Pumping Stations resulting from construction of over-passes by State Highway Department contractors, transmitted herewith is copy of a report from the City Engineer concerning this subject matter.

Very truly yours,

Commissioner of Public Works

B:mkr
cc: City Engineer
F.T. Fowler
F.G. Kachelhoffer

METROPOLITAN ENGINEER
RECEIVED
Noted

Copy to Howard Hewlett
7-25-62
dg

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

From Office of City Engineer

To Public Works

Addressed to Wm. A. Bowes, Commissioner

Subject Damage to Sewage Pumping Stations.

July 18, 1962

Dear Sir:

I recommend that the following damage report be submitted to Mr. Fowler, Highway Coordinator, for necessary action.

A recent inspection of the City's Sullivan Sewage Pumping Station, located at 211 N. E. Everett Street and the Alder Sewage Pumping Station located at 56 S. E. Alder Street, disclosed damage to these stations resulting from construction of overpasses by the State's contractors.

Considerable sand has accumulated on the roof of the Sullivan Station due to sandblasting of the overpass steel beams and stringers adjacent to the station. The exterior walls are covered with red paint as a result of spray painting the overpass metal. A light fixture on the northerly side of the station is broken and is hanging from its mounting.

At the Alder Pumping Station a contractor pulled equipment and material across the property resulting in the destruction of retaining walls, lawn and irrigation piping. Our station operators report that they were not notified in advance of sandblasting operations and, as a consequence, abrasive material was drawn into the station through the suction fans.

When the State's contractors have finished their work near these stations, we will make a final inspection to assess the damage.

This damage claim is submitted at this time so that the State will have sufficient time in which to negotiate a settlement with their contractors before consummation of contracts.

Yours very truly,

L. H. ROSENTHAL, P.E.
City Engineer

OFS:gl
cc: F. G. Kachelhoffer,
Treatment Plant

METROPOLITAN ENGINEER
RECEIVED
JUL 24 1962
Noted

RECEIVED
MAY 6 - 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
May 1, 1963

To: L. E. George
Sign Engineer
Highway Shops

SUBJECT: Signing Revision
Structure "A" Banfield
Interchange

Attached are plans of the proposed temporary signing on Structure "A" of the Banfield Interchange and in advance of the interchange on the Banfield Freeway. This signing re-routes Salem bound traffic over the freeway rather than Holladay Street. The existing signs are shown in blue and are to be replaced or supplemented by the signs shown in red.

These revisions were requested by Mr. Klaboe of the Metropolitan Division and have the approval of Mr. Edwards.

Would you have these revisions cared for as soon as is practicable. The estimated cost is $4,000.

F. B. Crandall
Traffic Engineer

DRA:sm
cc: Tom Edwards
Fred Klaboe
A. E. Johnson
C. H. Maison
I. A. DeFrance
E. E. Johnston

NOTED
TOM EDWARDS

RECEIVED
MAY 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1963
FOR FILING

March 8, 1963

Kuckenberg Construction Company, Inc.
Post Office Box 7407
Portland 20, Oregon

Gentlemen:

Re: Banfield Interchange
Structure A
Contract #5871

Contract specifications required that metal sign support structures be erected, then blast-cleaned and painted. According to your request of October 12, 1961, we waived a part of this specification, permitting you to do the cleaning and a part of the painting prior to erection of the sign support structure. Permission to do the work in this manner was granted as a construction convenience and no extra expense to State was authorized.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. H. Stephenson
Assistant State Highway Engineer

cc Forrest Cooper
Ivan D. Merchant
Fred Klaboe
John Howard

CAG:al hlb

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALPINE 3-7533

PORTLAND 20, OREGON

February 11, 1963

Oregon State Highway Department
State Highway Bldg.
Salem, Oregon

Re: Banfield Interchange, Structure A
Contract # 5871

Attention: Mr. P. M. Stephenson, Ass't Hwy. Engineer

Gentlemen:

About 10 days ago I was in your office and brought up the matter of painting metal signs. In accordance with your Special Provisions and Bridge Specifications you require structural steel, which in turn covers metal signs, to be sand blasted and painted in the field.

Prior to the painting of the metal signs, your inspector, Mr. Rief, telephoned Salem and was granted permission to sand blast and put prime coat on this metal. At a later date, our sub-contractor, A. H. Barbour & Son, requested us to secure permission from your department to install the two field coats of aluminum paint before erection and then apply the three touch up coats in the field after erection. This also was granted A. H. Barbour & Son, and painting was completed in that order.

The question now comes up and was raised by A. H. Barbour & Son, that he be paid extra for sand blasting and the primer coat that your contract specifications provided and made it mandatory be done in the shop prior to erection. In my conversation with you at Salem you advised me it was entirely up to the general contractor as far as metal signs are concerned to either apply the sand blasting and prime coat in the shop or do the same in the field. If this is still your interpretation of the Specifications, I would appreciate you writing me to that effect.

Thanking you, with kind personal regards, I remain

Sincerely yours,

KUCKENBERG CONSTRUCTION CO., INC.

Henry Kuckenberg

Henry Kuckenberg, President

HAK:ep

RECEIVED
FEB 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

RECEIVED
MAR 8 - 1963
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-E 6 [illegible]
E 6 1 1

L. Shaw

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon

February 28, 1963

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. William Weller
Traffic Engineer
CITY OF PORTLAND
City Hall
Portland 4, Oregon

RE: Banfield Interchange
Structure "A" Opening

Dear Mr. Weller:

March 5 has been designated as the date for the opening of the "A" Structure at the mouth of the Banfield Freeway.

It is requested that your office take care of the following items in connection with this opening.

1. Arrange for patrolmen at the Holladay exit temporary detour.

2. Issue the prepared news release to the news media.

3. Activate the traffic signal at First and Holladay.

4. Unmask the signs to initiate the one-way street system.

5. Remove unneeded barricades and obsolete signs.

Very truly yours,

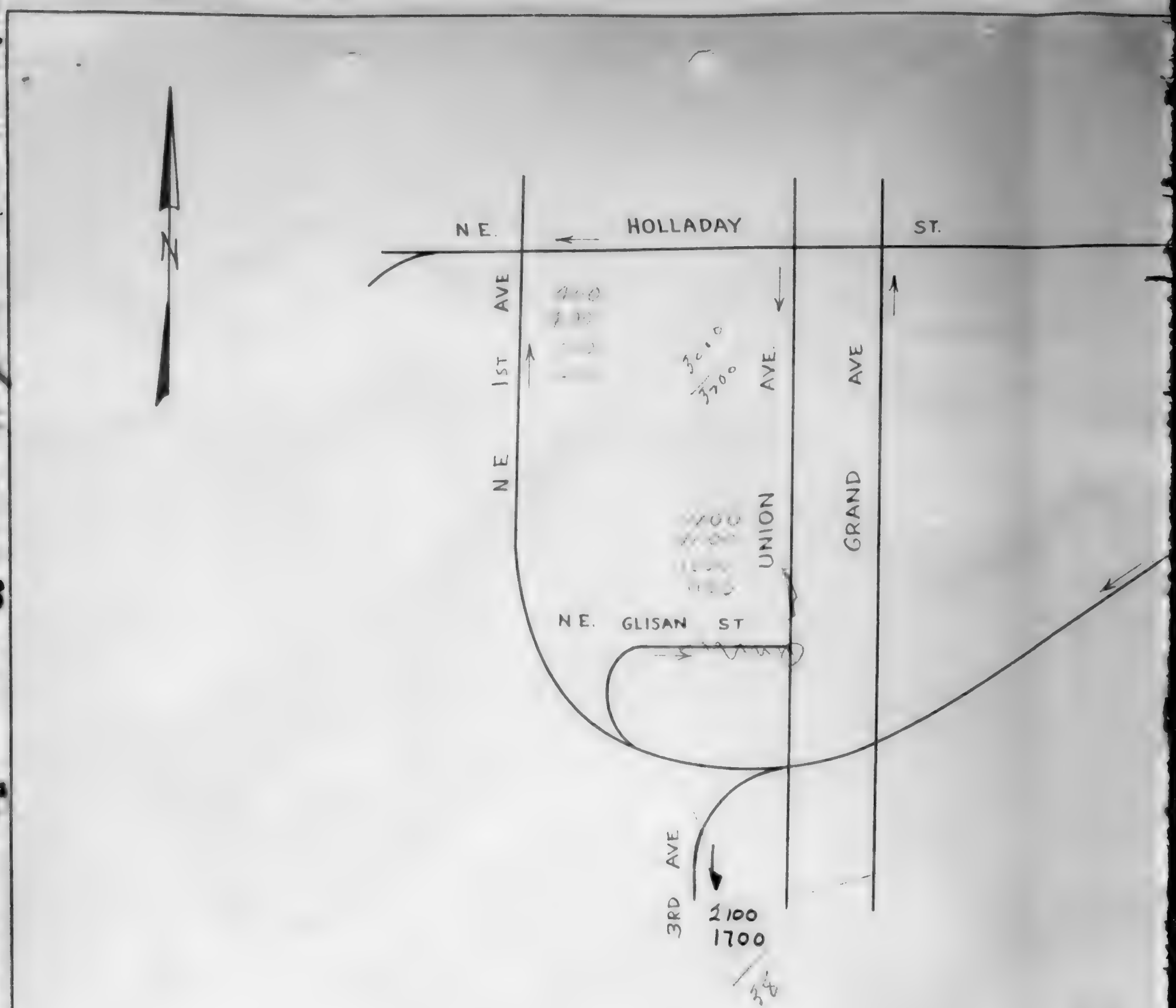
Alfred A. Rear
Assistant Metropolitan Engineer

AAR:sb

cc: Mr. F. D. Morgan
Mr. Bud George
Mr. John Howard

CONSTRUCTION DIVISION
RECEIVED
MAR 1 1963

RECEIVED
MAR 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER


N
N E.
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ST.
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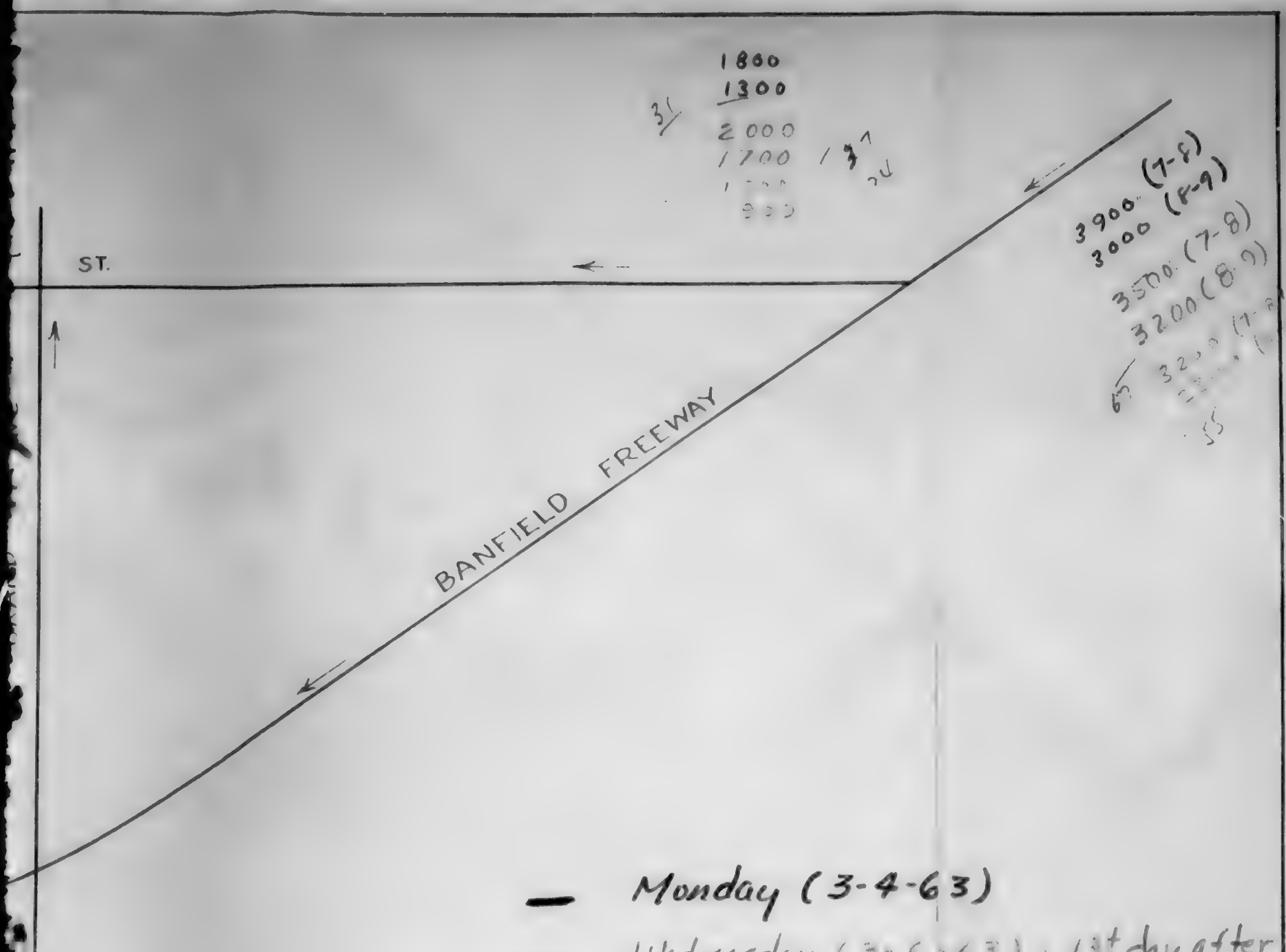
UNION AVE.
GRAND AVE
NE. GLISAN ST
3RD AVE
2100
1700



— Monday (3-4-63)

— Wednesday (3-6-63) - 1st day after

— Monday (3-11-63) - 2nd day after

BANFIELD INTERCHANGE
BEFORE & AFTER TRAFFIC VOLUMES
Morning Peak Hours
Westbound Only

NOTED
TOM EDWARDS

RECEIVED
JAN 22 1963
FOR FILING

January 18, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed December 22, 1962, on Contract 5871. The contract was with the Knokenberg Construction Company and was for work on Structure "A", Banfield Interchange East Bank Freeway on the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1963, and that you concur in this procedure at the Commission meeting on January 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
V. D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:er

RECEIVED
JAN 7 1964
FORM E-80 5ON 11-61 40230
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1963

5871

SUBJECT:

To:
Mr. P.M. Stephenson
Ass't. State Highway Engineer

OFFICE

Kuckenberg Construction Company completed work on Contract No. 5871, Structure "A", Banfield Interchange East Bank Freeway on the Pacific Highway in Multnomah County on December 22, 1962. This contract is ready for acceptance by the Commission.

This is a Federal-aid Interstate project. We have a notice from the Bureau of Public Roads that they have made final inspection on the work and are accepting the contract as complete.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: D. B. Parkes
Floyd Query

NOTED
P. M. STEPHENSON

RECEIVED
JAN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 22, 1962, on Contract No. 5871, Structure "A", Banfield Interchange East Bank Freeway section, in Multnomah County, in connection with Federal-aid Project No. I-5-6(22)303.

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Ivan D. Merchant
Bridge Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

dl
cc: H. S. Cox
Floyd Query
D. B. Parkes
H. L. Young
C. H. Maison

NOTED
FLOYD QUERY

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Structure "A" Banfield Interchange
East Bank Freeway

Highway Pacific County Multnomah

Contractor Kuckenberg Construction Co.

Date of contract March 14, 19 61

Date work started April 7, 19 61

Project authorization $1,168,972.43
Exclusive of engineering $1,085,845.50

Engineering authorization $83,126.93

Grading
Engineering cost to date $ 2,343.74, 2.8 %

For Week Ending December 28, 19 62

Kind of work Structure, Grading & Paving

Section prefix 626-105

Contract number 5871

Specified work days 300

Work days used 298

Per cent of time elapsed 99.3 %

Estimated cost of completed project, exclusive of engineering $1,085,845.50

Estimated per cent overrun or underrun . . . . . SEE BRIDGE DEPARTMENT %

Per cent of contract completed, based on estimated cost . . . . . SEE BRIDGE DEPARTMENT %

Date project was completed -, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	See Bridge Dept.	100	100	0

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Grading work is completed on this project.

This is the final weekly report on this project.

NOTED
JOHN R. CAGES

CONSTRUCTION DIVISION
RECEIVED
DEC 31 1962

NOTED
R. L. PORTER

Signed M. H. Stovall
James Don, Resident Engineer

Address Portland 13, Oregon

cc: John Howard
Bureau of Public Roads

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.34	0.34	0	0	Asph. Conc. 0.34
Miles partially completed	0	0	0	0	0
Miles completed	0.34	0.34	0	0	0.34
Total estimated quantities (contract)	700 CY	1,000 CY	0	0	294 T
Total quantities corrected to date	100 CY	850 CY	0	0	300 T
Estimated quantities moved or placed to date	80 CY	850 CY	0	0	300 T
Average daily quantities	0				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				
Men	0				
Supervision	0				
Men and trucks under 3 tons	0				
Men and trucks over 3 tons	0				
Men and tractors	0				

Equipment used during week: Shovels 0, Power graders 0, Rollers 0, Mixers 0, Crushing or screening plants 0

Compressors 0, Bulldozers 0, Compaction rollers 0, ... , ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	-	-	
Monday	Fair	0	
Tuesday	Fair	8	Legal Holiday
Wednesday	Cloudy	0	
Thursday	Cloudy	0	
Friday	Cloudy	0	
Saturday	-	-	

FORM E-123

RECEIVED
DEC 3 1962

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5821 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

5821 N. E. Glisan Street
Portland 13, Oregon
November 30, 1962

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

SUBJECT: Signing of Banfield Interchange
Contract: 5871
Prefix: 626-1058
Bridge No: 8588-A

Commissioner William A. Bowes
City Hall
Portland 4, Oregon

Attention: Fred Fowler

Dear Sir:

In the near future Structure "A" of the Banfield Interchange will be ready for use. When this portion of the Interchange is activated, certain changes in the traffic pattern in city streets will be required. These items are:

1) Change of directional signing;
2) Revise lane striping;
3) Erect lane control signs;
4) Install overhead illuminated delineator cabinets;
5) Install warning signs;
6) Prohibit parking and establish one-way streets.

The State proposes to do the work required by Items 1, 2, and 5, and to reimburse the City for the cabinets needed under Item 4.

It will be necessary to establish one-way streets on S. E. Ankeny Street and N. E. Davis Street, as well as prohibit parking on one block of N. E. Glisan Street. It is proposed that this work (Item 6) be accomplished by the City of Portland.

It is also requested that the City of Portland erect whatever lane control signs (Item 3) are deemed necessary.

Five overhead illuminated delineator cabinets will be required at the intersection of Union Avenue and Glisan Street (Item 4). This installation is shown on the attached signing plan.

NOTED
LLOYD P. SHAW

An order for state force work is being prepared to reimburse the City for the cost of supplying the overhead illuminated delineator cabinets. It will be necessary that your invoices for the cost of these cabinets be submitted to this office for approval before reimbursement can be made.

It is requested that the State be furnished with copies of the authorization used for the establishment of one-way streets on S. E. Ankeny and N. E. Davis Streets.

The work described above has been discussed with the City Traffic Engineer who assisted in formulating the plan as outlined above. May we have your concurrence in the plan as outlined and your assurance that the City will perform the work requested in Items 3, 5, and 6.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

By: Alfred A. Rear
Alfred A. Rear
Assistant Metropolitan Engineer

AAR/ca
Enclosure

APPROVED:

Wm. A. Bowes
Commissioner of Public Works
City of Portland

APPROVED:

Wm. J. Weller
Traffic Engineer
City of Portland

APPROVED:

F.T. Fowler
Highway Coordinator
City of Portland

RECEIVED
NOV 28 1962
FOR FILING
5871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1962

To: Mr. W. O. Widdows
Sign Engineer

SHOPS

SUBJECT: Signing of Str. "A", Banfield Interchange
East Bank Freeway Section
Contract No. 5871

Attached is a copy of a letter from Mr. Al Rear, Assistant Metropolitan Engineer, who goes into some detail on the routing of traffic over the new structure "A" at the west end of the Banfield freeway. Also, there is a copy of a letter from Mr. Crandall, traffic engineer, who recommends using the existing sign supports.

We concur in the use of the existing sign supports and the accomplishment of this work by State Forces without Bureau of Public Roads participation. Please proceed with this work at once, since this traffic rerouting is to be made within a few weeks.

An Order for State Force Work under which this work is to be done will be prepared by our Metropolitan office.

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Assistant Field Construction Engineer

CHB:bjh
Attachments

NOTED
TOM EDWARDS

cc: Lloyd Shaw
F. B. Crandall
Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
NOV 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

STATE HIGHWAY DEPARTMENT — DIVISION OF ...

Portland 13, Oregon.
November ..., 19..

SUBJECT: Banfield Interchange
Contract ... ...
Project: ...-10(...)A
Bridge No. 8 ...A

To: Mr. Frank Morgan
Construction Engineer
State Highway Building
Salem 10, Oregon

It is anticipated that the "A" structure of the Banfield Interchange will be opened to traffic about January 1 or later. When this structure is opened, certain changes in the pattern of city street traffic will be necessary and various traffic control measures will be required. These items are:

1. Change directional signing.
2. Revise lane striping.
3. Erect lane control signing.
4. Install overhead illuminated delineator cabinets.
5. Install warning signs.
6. Prohibit parking.

When the "A" structure is opened, the present temporary Third Avenue Avenue exit from the freeway will become an entrance ramp. Coupled with this change traffic on streets between Union and Third Avenue will be revised as follows:

1. Davis Street will be one-way eastbound.
2. Couch Street will be two-way.
3. Burnside will have no change.
4. Ankeny will be one-way westbound.

With this change in the traffic pattern, freeway traffic from Union Avenue and Burnside Bridge will be routed to the Third Avenue ramp over Couch Street and Ankeny Street respectively.

The increase in traffic on Glisan Street will also require changes between Grand and Union Avenue. These changes include alteration

an the striping plan, removal of [illegible], install tion of "pole ahe," island and a "jiggle bar" divider as indicated on the striping plans developed by the Construction Division in October of this year.

Two plans for directional signing are presented. The plans are basically the same but differ in the method of sign support. The plan preferred by this office utilizes sign bridge instead of mast arms for support of the directional signs. The sign legends proposed are the result of a conference with our Maintenance Division, the City Traffic Engineer and the Metropolitan Traffic Engineer. It was a divided opinion as to whether the word "to" should be used in connection with the interstate route shield when these signs are being erected on streets that connect US 99E, US30 to I-80N. It is the opinion of the writer and of Mr. Peterson that the word "to" only adds to the size of the sign and does very little toward aiding the traveling public. The cost of erecting the directional signs should be borne by the State.

A complete striping plan should be prepared so that it can be in the hands of the striping crew at least a week ahead of the opening date. The cost of striping should be borne by the State.

The City of Portland will handle lane control signing at their expense.

Five overhead illuminated delineator cabinets will be required on Glisan Street. The City of Portland requires that this item be a cooperative item. The City will install the cabinets if the State will furnish them. Cost to the State would be about $80 per cabinet, or about $400.

Several stop signs and warning signs are required and are shown on the plan with the directional signing. This cost should be the obligation of the State.

It will be necessary to prohibit parking on part of Glisan Street. This matter will be handled by the City of Portland who will absorb the cost of erecting the necessary signs.

To properly and completely revise the signing at the junction of US 30, US 99E and I-80N, a major project is necessary for extension to Grand Avenue and Burnside Streets. The only portion of the proposed plan shown as that part made necessary by the opening of the "A" structure to traffic. Our costs are indicated below.

	Plan A	Plan B
Change directional signing	$8,000	5,000 ~~$8,000~~
Illumination	$5,500	$5,500
Revise lane striping	$500	$500
Lane control signing	None	None

	Plan A	Plan B
Overhead illuminated delineators	$400	$400
Warning signs	$350	$350
Prohibited parking	None	None

The estimate for altering directional signing was prepared by our Maintenance forces and it assumes that signs will be constructed of plywood with scotchlite legend. The illumination of the signs may be desireable but will not be required at this time.

Please advise this office how far we should go in this traffic control problem. Through a copy of this letter, I am asking the Traffic Division to check the proposed signing plan and determine actual sizes of signs required.

Alfred A. Rear
Assistant Metropolitan Engineer

AAR:eb

cc: Ivan Merchant
F. B. Grandall
Dennis Peterson

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 15 1962 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
NOV 21 1962

Salem 10, Oregon
November 21, 1962.

SUBJECT: Signing - Banfield Interchange
Contract 5871, Prefix 026-1058
Bridge No. 8588

To:
Frank Morgan
Construction Engineer
B U I L D I N G

With reference to Mr. Rear's inter-office letter to you of November 15, on the above subject, I set down my comments.

Two general alternatives are suggested with respect to the signing; Plan "A", which calls for permanent type sign bridges with temporary ply-board guide signs and Plan "B", which foregoes the use of sign bridges and utilizes mast arm supports. In light of the time element with scheduled opening January 1, the more expedient Plan "B" should be followed. Plan "B" makes maximum use of existent sign supports.

Plan "B" can be accomplished by Mr. Widdows as a non-participating State Force job charged against the "A" Structure Contract.

The size of sign copy and sign boards can best be determined by Mr. Widdows in that adaptation to existing supports will be the principal control on sign board sizes. Desirable size of sign copy is 13 1/3" caps and .10" lower case. Something less than these desired letter sizes may be necessary in adapting sign boards to existing supports. On the question of whether the "To" should be incorporated with the SON shields, I believe that this should be deleted in order that the amount of copy be held to a minimum where sign board size is controlled so that adaptable to existing sign supports.

With regard to the five overhead illuminated cabinets, it is indicated that the City will care for installation if the State will furnish. With respect to positioning of the overhead lane indications, they are indicated on the plan to be mounted on near side span-wire, unless there is some good reason, they should be mounted on the far side of the intersection in accord with standard practice.

It is, of course, understood that certain of the permanent signing installed on the Interchange proper as part of the contract will have to be masked out where not applicable.

Baker

I would stress the fact that with less than six weeks till scheduled opening that the State Force Order be issued promptly in order that Mr. Widdows may proceed without delay in fabrication of signs and adjustment of existing sign supports to accommodate the temporary signing.

F. B. Crandall
Traffic Engineer

FBC:sm
cc: I. D. Merchant
Al Rear
D. L. Peterson
W. O. Widdows

RECEIVED
OCT 16 1962
FOR FILING

5871

Salem, Oregon
October 15, 1962

Mr. Lloyd Shaw
Metropolitan Engineer
Portland

Structure "A"
East Bank Freeway
Portland

Attached is a copy of a letter from the Union Pacific Railroad Company, dated October 4, and triplicate copies of a bill to reimburse the Railroad for expenses incurred in repairing damages to its communication lines. It is alleged that the damage was caused by our contractor, Kuckenberg Construction Company, Inc.

Will you please take this up with the contractor and request him to make payment on this bill direct to the Union Pacific Railroad Company.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.

cc Kuckenberg Construction Company, Inc.
11104 N. E. Holman Street
Portland, Oregon

Mr. I. B. Merchant

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

OCTOBER 4, 1962

File Ref.D 9016 - 32 - 29

WO S-70089

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Depar tment
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Structure "A" - East Bank Freeway
Project No. I-5-6(22) 303

Kindly refer to my letter of June 8 concerning damage sustained by the Railroad to its communication lines due to operations of Kuckenberg Construction Company, Inc. on above-captioned project.

Herewith in triplicate is Union Pacific Railroad Company bill No. 16459 in amount of $17.42 covering expense incurred by the Company in connection with the damage. Will you please arrange for payment of the bill, submitting voucher to me?

Yours very truly,

G. H. Baker

enc.

cc: Kuckenberg Construction Company, Inc.
11104 N. E. Holman Street
Portland, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
333 S. W. Oak Street
Portland 4, Oregon

RECEIVED
OCT 5 1962
OREGON
STATE HIGHWAY COMMISSION

11-60-100M

Form 130 A

Oregon State Highway Department
Att: Mr. Forrest Cooper
State Highway Engineer
Salem 10, Oregon

BILL NO. 16459

MONTH'S ACCOUNT

BP DEPT. NO. 240

DATE MADE SEP 24 1962

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR			
Expense incurred by U.P.R.R.Co. to repair railroad communication disrupted at about 12:40 P.M. P.S.T., May 27, 1962. This was caused by a crane operated by Ruckstuhl Construction Company Inc. on Structure "A" East Bank Freeway - Portland. The crane overturned and wire ropes from its boom fouled and grounded the Railroad's communication lines.			
Labor: # hrs. DISTRICTMEN		13	52
Truck Rental: 4 hrs.		3	60
No Material Used:			

DIVN. ENGR.
SEP 28 1962
UPRR ALBINA

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

RECEIVED
JUL 25 1962

FOR FILING

5871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

July 24, 1962

To:

W. O. Widdows
Asst. Maintenance Engineer
Highway Shops

SUBJECT: Signing
Structure "A"
Banfield Interchange
Eastbank Freeway Section
Contract #5871

There is attached a drawing showing the signing for the above mentioned section. It is requested that you have the signs circled in red installed. This signing has the approval of Mr. Edwards and was approved sometime ago by the Bureau of Public Roads.

By a copy of this letter, we are requesting the Metropolitan Engineer's office to initiate a State Force order for this work, which the Bureau has indicated should be non-participating work.

The installation of this signing should be coordinated through the Metropolitan Division Office with the opening of the ramp.

The estimated cost of this signing is $550.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

DRA:mgm
cc: Lloyd Shaw
bc: Tom Edwards

RECEIVED
JUL 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 25 1962

FOR FILING

5871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

July 24, 1962

To:

W. O. Widdows
Asst. Maintenance Engineer
Highway Shops

SUBJECT: Signing
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Banfield Interchange
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Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

NOTED
TOM EDWARDS

DRA:mgm
cc: Lloyd Shaw
bc: Tom Edwards

RECEIVED
JUL 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5871

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION

RECEIVED
7-23-1962

PROJECT REPORT NO.
FOR FILING

FORM 2
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-11-62

STATE
Oregon

COUNTY
Multnomah

PROJECT NO.
I-5-6(22)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce, and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 99 NB Ramp, Jct. US 30

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-30-60	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,121,509.00	$ 1,025,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By P. D. Lee

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
Administrative Manager

Date executed by Division Engineer July 18, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

July 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway Official, for the East Bank Freeway Section (Interchange Ramp Structure "A" to Banfield Hwy.), Project No. I-5-6(22)303.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMCire

June 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East Bank Freeway Section (Interchange Ramp Structure "F" to Banfield Highway), Project No. I-5-6(22)303.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

RMC:mmb

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(22)303

EAST BANK FREEWAY SECTION

(INTERCHANGE RAMP STRUCTURE "A" TO BANFIELD HWY.)

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 27, 1962

Type Code X931
Structure "A" (Sta. "L" 377+83.78)

Roadway ("H3" 0+00 thru Ahead, "H3" 3+14.50 - 3+81.99 to Sta. "H3" 4+44.63) (Sta. "G" 14+06.54 to Sta. "G" 15+00) (Contract 5971)

Drainage Excavation, Unclassified	330	cu.yd.	$ 3.00	$ 990.00
General Excavation, Unclassified	700	cu.yd.	1.00	700.00
8-inch Sewer Pipe	650	lin.ft.	1.70	1,105.00
10-inch Sewer Pipe	360	lin.ft.	2.20	792.00
12-inch Sewer Pipe	280	lin.ft.	2.75	770.00
18-inch Sewer Pipe	360	lin.ft.	4.55	1,638.00
Concrete Inlets	15	only	80.00	1,200.00
Concrete Manholes	6	only	300.00	1,800.00
Concrete Curbs and Surfacings	80	cu.yd.	45.00	3,600.00
Metal Guard Rail	50	lin.ft.	4.00	200.00
Coarse Crushed Material in Base	1,000	cu.yd.	3.50	3,500.00
3/4" - 0 Material in Base	110	cu.yd.	4.00	440.00
Class "B" Asphaltic Concrete	310	ton	7.95	2,464.50
Installing Type 1 Barricade	700	lin.ft.	1.60	1,120.00
Metal Sign Supports	All	Required		28,000.00
Wood Sign Posts	All	Required		105.00
Type "A" Signs in Place	2,032	sq.ft.	7.00	14,224.00
Type "C" Signs in Place	13	sq.ft.	3.70	48.10
Type "K" Signs in Place	54	sq.ft.	3.50	189.00
Sign Covers	All	Required		650.00
				$ 63,535.60

Structure (Sta. "H3" 4+44.63 thru Ahead, "H3" 14+64.47 - "EN" 14+64.47 to Sta. "EN" 22+41.47) (Contract 5971)

Shoring, Cribbing, etc.	All	Required		$ 22,500.00
Structural Excavation	1,500	cu.yd.	$ 3.50	5,250.00
Structural Excavation Below Elevation Shown	150	cu.yd.	6.00	900.00
Special Backfill	50	cu.yd.		DELETED
Furnish 12" BP 53# Steel Piling	21,140	lin.ft.	4.85	102,529.00
Drive Steel Piles	250	only	75.00	18,750.00
Splice Steel Piles	50	only	50.00	2,500.00
Drilled Columns	240	lin.ft.	16.00	3,840.00
Drilled Column Footings	All	Required		1,800.00
Class "A" Concrete (3,982 cu.yd.)	All	Required		224,000.00
Metal Reinforcement (845,000 lb.)	All	Required		109,850.00

Structural Steel (1,800,000 lb.)	All Required		$400,000.00
Metal Parapet Rail	3,990 lin.ft.	$ 5.20	20,540.00
8-inch Metal Drain Pipe	60 lin.ft.	3.20	192.00
8-inch Standard Steel Pipe	750 lin.ft.	13.50	10,125.00
10-inch Standard Steel Pipe	60 lin.ft.	19.00	1,140.00
1-inch Metal Conduit	525 lin.ft.	0.90	472.50
1-1/4 inch Metal Conduit	2,600 lin.ft.	1.35	3,510.00
			$427,898.50
Signing (Temporary)	All Required		$ 500.00
Furnish Type I Barricade	All Required		500.00
Maintain Type I Barricade	All Required		200.00
			$ 1,200.00
Railroad Work			
Work by Union Pacific RR Co.	All Required		$ 23,000.00
Utility Work			
Work by City of Portland			$ 3,120.00
		Subtotal	$1,019,554.10
		10% Engr. & Cont.	101,954.90
		Total	$1,121,509.00

Length of Structure "A" - - - 0.000 Mile
(Length of Main Roadway Str.- 0.426 Mile)

Federal Funds -	$1,025,000.00
State Funds -	96,509.00
	$1,121,509.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

EAST BANK FREEWAY SECTION (STRUCTURE "A")

PROJECT NO. I-5-6(22)301

Estimated cost of work by U.P.R.R. Company

Furnish labor and material to relocate portion of Northwestern Ice Spur, install turnout connecting with Pointer-Willamette Spur and install track guard rail	$13,990.00
Furnish labor and material to rearrange signals	3,010.00
Furnish labor and material to rearrange communication lines	4,230.00
Watchman and flagman*	2,640.00
	$23,810.00
USE	$23,800.00

* Watchman & Flagmen

Watchman 60 days 8 hrs./day at $2.20 per hr.	$ 1,408.00
Flagman (2) 20 days each 8 hrs./day at $2.20 per hr.	704.00
Employee Benefit & Insurance 25%	528.00
	$ 2,640.00

Estimated cost of work by City of Portland

Materials	$ 1,092.00
Labor	1,654.00
Equipment	187.00
Miscellaneous	187.00
	$ 3,120.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(22)303

EAST BANK FREEWAY SECTION (INTERCHANGE RAMP STRUCTURE "A" TO BANFIELD HWY.)

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 28, 1960

Type Code X931
Structure A (Sta. "L" 377+83.78)

Roadway ("H3" 0+00 thru equa. "H3" 3+14.50 = 3+81.99 to Sta. "H3" 4+44.63)
(Sta. "C" 14+06.54 to Sta. "C" 15+00)

Drainage Excavation, Unclassified	330	cu.yd.	$5.00	$ 1,650.00
General Excavation, Unclassified	700	cu.yd.	1.50	1,050.00
8-inch Sewer Pipe	650	lin.ft.	2.50	1,625.00
10-inch Sewer Pipe	360	lin.ft.	2.75	990.00
12-inch Sewer Pipe	280	lin.ft.	3.00	840.00
18-inch Sewer Pipe	360	lin.ft.	4.25	1,530.00
Concrete Inlets	15	only	100.00	1,500.00
Concrete Manholes	6	only	300.00	1,800.00
Concrete Curbs and Surfacings	80	cu.yd.	45.00	3,600.00
Metal Guard Rail	50	lin.ft.	2.50	125.00
Coarse Crushed Material in Base	1,000	cu.yd.	3.00	3,000.00
3/4" - 0 Material in Base	110	cu.yd.	3.50	385.00
Class "B" Asphaltic Concrete	310	ton	7.50	2,325.00
Installing Type 1 Barricade	700	lin.ft.	1.50	1,050.00
Metal Sign Supports	All	Required		27,600.00
Wood Sign Posts	All	Required		80.00
Type "A" Signs in Place	2,032	sq.ft.	8.05	16,357.60
Type "C" Signs in Place	13	sq.ft.	4.35	56.55
Type "M" Signs in Place	54	sq.ft.	5.00	270.00
Sign Covers	All	Required		1,000.00
				$ 66,834.15

Structure (Sta. "H3" 4+44.63 thru equa. "H3" 14+64.47 = "EN" 14+64.47 to Sta. "EN" 22+41.47)

Shoring, Cribbing, etc.	All	Required	$	$ 30,000.00
Structural Excavation	1,500	cu.yd.	6.00	9,000.00
Structural Excavation Below Elevation Shown	150	cu.yd.	10.00	1,500.00
Special Backfill	50	cu.yd.	4.00	200.00
Furnish 12" BP 53# Steel Piling	20,760	lin.ft.	6.00	124,560.00
Drive Steel Piles	246	only	85.00	20,910.00
Splice Steel Piles	50	only	35.00	1,750.00
Drilled Columns	240	lin.ft.	14.00	3,360.00
Drilled Column Footings	All	Required		3,000.00

Class "A" Concrete (3,970 cu.yd. at $60.00)	All Required	$	$238,200.00
Metal Reinforcement (827,000 lb. at $0.115)	All Required		95,105.00
Structural Steel (1,781,000 lb. at $0.21)	All Required		374,010.00
Metal Parapet Rail	3,950 lin.ft.	7.00	27,650.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
8-inch Standard Steel Pipe	750 lin.ft.	10.00	7,500.00
10-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
1-inch Metal Conduit	525 lin.ft.	1.00	525.00
1-1/4 inch Metal Conduit	2,600 lin.ft.	1.25	3,250.00
			$941,480.00
Signing (Temporary)	All Required		500.00
Furnish Type 1 Barricade	All Required		500.00
Maintain Type 1 Barricade	All Required		200.00
			$ 1,200.00
Railroad Work			
Work by Union Pacific RR Co.	All Required		22,000.00
	Subtotal		$1,031,514.15
	10% Engr. & Cont.		103,150.85
	Total		$1,134,665.00

Length of Structure A - - - - 0.000 Mile
(Length of Main Roadway Strs. 0.426 Mile)

Federal Funds -	$1,043,000.00
State Funds -	91,665.00
	$1,134,665.00

EAST BANK FREEWAY SECTION (STRUCTURE A)

PROJECT NO. I-5-6(22)303

Estimated cost of work by U.P.R.R. Company.

Labor	$ 6,500.00
Materials	9,156.00
Equipment	750.00
Contingencies	2,372.00
Watchman and Flagmen*	3,520.00
	$22,298.00
USE	$22,000.00

*Watchman and Flagmen

Watchman	100 days, 8 hrs./day at $2.20 per hr.	$ 1,760.00
Flagman (2)	30 days ea., 8 hrs./day at $2.20 per hr.	1,056.00
Employee Benefits and Insurance 25%		704.00
		$ 3,520.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(22)303

EAST BANK FREEWAY SECTION (INTERCHANGE RAMP STRUCTURE "A" TO BANFIELD HWY.)

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 12, 1961

Type Code I931
Structure A (Sta. "L" 377+83.78)

Roadway ("H3" 0+00 thru Equa. "H3" 3+14.50=3+81.99 to Sta. "H3" 4+44.63)
(Sta. "G" 14+06.54 to Sta. "G" 15+00)

Drainage Excavation, Unclassified	300 cu.yds.	$ 5.00	$ 1,650.00
General Excavation, Unclassified	700 cu.yds.	1.50	1,050.00
8-inch Sewer Pipe	650 lin.ft.	2.50	1,625.00
10-inch Sewer Pipe	360 lin.ft.	2.75	990.00
12-inch Sewer Pipe	280 lin.ft.	3.00	840.00
18-inch Sewer Pipe	360 lin.ft.	4.25	1,530.00
Concrete Inlets	15 only	100.00	1,500.00
Concrete Manholes	6 only	300.00	1,800.00
Concrete Curbs and Surfacings	80 cu.yds.	45.00	3,600.00
Metal Guard Rail	50 lin.ft.	2.50	125.00
Coarse Crushed Material in Base	1,000 cu.yds.	3.00	3,000.00
3/4" - 0 Material in Base	110 cu.yds.	3.50	385.00
Class "B" Asphaltic Concrete	310 tons	7.50	2,325.00
Installing Type 1 Barricade	700 lin.ft.	1.50	1,050.00
Metal Sign Supports	All Required		27,600.00
Wood Sign Posts	All Required		80.00
Type "A" Signs in Place	2,032 sq.ft.	8.05	16,357.60
Type "C" Signs in Place	13 sq.ft.	4.35	56.55
Type "M" Signs in Place	54 sq.ft.	5.00	270.00
Sign Covers	All Required		1,000.00
			$ 66,834.15

Structure (Sta. "H3" 4+44.63 thru Equa. "H3" 14+64.47 = "EN" 14+64.47 to Sta. "EN" 22+41.47)

Shoring, Cribbing, etc.	All Required		$ 30,000.00
Structural Excavation	1,500 cu.yds.	$ 6.00	9,000.00
Structural Excavation Below Elevation Shown	150 cu.yds.	10.00	1,500.00
Special Backfill	50 cu.yds.	4.00	200.00
Furnish 12" BP 53# Steel Piling	20,760 lin.ft.	6.00	124,560.00
Drive Steel Piles	246 only	85.00	20,910.00
Splice Steel Piles	50 only	35.00	1,750.00
Drilled Columns	240 lin.ft.	14.00	3,360.00
Drilled Column Footings	All Required		3,000.00
Class "A" Concrete (3,982 cu.yds. at $60.00)	All Required		238,920.00
Metal Reinforcement (845,000 lbs. at $0.115)	All Required		97,175.00

Structural Steel (1,800,000 lbs. at $0.21)	All Required		$ 378,000.00
Metal Parapet Rail	3,950 lin.ft.	$ 7.00	27,650.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
8-inch Standard Steel Pipe	750 lin.ft.	10.00	7,500.00
10-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
1-inch Metal Conduit	525 lin.ft.	1.00	525.00
1½-inch Metal Conduit	2,600 lin.ft.	1.25	3,250.00
			$ 948,260.00
Signing (Temporary)	All Required		500.00
Furnish Type I Barricade	All Required		500.00
Maintain Type I Barricade	All Required		200.00
			$ 1,200.00

Railroad Work

Work by Union Pacific RR Co.	All Required	$ 21,000.00
	Subtotal	$1,037,294.15
	10% Engr. & Cont.	103,728.85
	Total	$1,141,023.00

Length of Structure A - - - - - 0.000 Mile
(Length of Main Roadway Structure 0.426 Miles)

Federal Funds - - - - -

EAST BANK FREEWAY SECTION (STRUCTURE A)

PROJECT NO. I-5-6(22)303

Estimated Cost of Work by U.P.R.R. Company

Labor	$ 6,500.00
Materials	9,156.00
Equipment	750.00
Contingencies	2,372.00
Watchmen and Flagmen*	2,640.00
	$21,418.00
Use	$21,000.00

*Watchman and Flagmen

Watchman 80 days, 8 hrs./day at $2.20 per hr.	$ 1,408.00
Flagman (2) 20 days each, 8 hrs./day at $2.20 per hr.	704.00
Employee Benefit and Insurance 25 %	528.00
	$ 2,640.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(22)303

EAST BANK FREEWAY SECTION (INTERCHANGE RAMP STRUCTURE "A" TO BANFIELD HWY.)

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 17, 1961

Type Code X931
Structure A (Sta. "L" 377+83.78)

Roadway ("H" 0+00 thru equa. "H3" 3+14.50 = 3+81.99 to Sta. "H3" 4+44.63)
(Sta. "G" 14+06.54 to Sta. "G" 15+00)

Drainage Excavation, Unclassified	330 cu.yds.	$ 5.00	$ 1,650.00
General Excavation, Unclassified	700 cu.yds.	1.50	1,050.00
8-inch Sewer Pipe	650 lin.ft.	2.50	1,625.00
10-inch Sewer Pipe	360 lin.ft.	2.75	990.00
12-inch Sewer Pipe	280 lin.ft.	3.00	840.00
18-inch Sewer Pipe	360 lin.ft.	4.25	1,530.00
Concrete Inlets	15 only	100.00	1,500.00
Concrete Manholes	6 only	300.00	1,800.00
Concrete Curbs and Surfacings	80 cu.yds.	45.00	3,600.00
Metal Guard Rail	50 lin.ft.	2.50	125.00
Coarse Crushed Material in Base	1,000 cu.yds.	3.00	3,000.00
3/4" - 0 Material in Base	110 cu.yds.	3.50	385.00
Class "B" Asphaltic Concrete	310 tons	7.50	2,325.00
Installing Type 1 Barricade	700 lin.ft.	1.50	1,050.00
Metal Sign Supports	All Required		27,600.00
Wood Sign Posts	All Required		80.00
Type "A" Signs in Place	2,032 sq.ft.	8.05	16,357.60
Type "C" Signs in Place	13 sq.ft.	4.35	56.55
Type "F" Signs in Place	54 sq.ft.	5.00	270.00
Sign Covers	All Required		1,000.00
			$ 66,834.15

Structure (Sta. "H3" 4+44.63 thru equa. "H3" 14+64.47 = "EN" 14+64.47 to Sta. "EN" 22+41.47)

Shoring, Cribbing, etc.	All Required	$	$ 30,000.00
Structural Excavation	1,500 cu.yds.	6.00	9,000.00
Structural Excavation Below Elevation Shown	150 cu.yds.	10.00	1,500.00
Special Backfill	50 cu.yds.	4.00	200.00
Furnish 12" BP 53# Steel Piling	21,140 lin.ft.	6.00	126,840.00
Drive Steel Piles	250 only	85.00	21,250.00
Splice Steel Piles	50 only	35.00	1,750.00
Drilled Columns	240 lin.ft.	14.00	3,360.00
Drilled Column Footings	All Required		3,000.00

Class "A" Concrete (3,982 cu.yds. at $60.00)	All Required	$	$238,920.00
Metal Reinforcement (845,000 lbs. at $0.115)	All Required		97,175.00
Structural Steel (1,800,000 lbs. at $0.21)	All Required		378,000.00
Metal Parapet Rail	3,950 lin.ft.	7.00	27,650.00
8-inch Metal Drain Pipe	60 lin.ft.	4.00	240.00
8-inch Standard Steel Pipe	750 lin.ft.	10.00	7,500.00
10-inch Standard Steel Pipe	60 lin.ft.	12.00	720.00
1-inch Metal Conduit	525 lin.ft.	1.00	525.00
1-1/4 inch Metal Conduit	2,600 lin.ft.	1.25	3,250.00
			$950,880.00
Signing (Temporary)	All Required		500.00
Furnish Type 1 Barricade	All Required		500.00
Maintain Type 1 Barricade	All Required		200.00
			$ 1,200.00
Railroad Work			
Work by Union Pacific RR Co.	All Required		21,000.00
	Subtotal		$1,039,914.15
	10% Engr. & Cont.		103,990.85
	Total		$1,143,905.00

Length of Structure A - - - - - 0.000 Mile
(Length of Main Roadway Str. 0.426 Mile)

Federal Funds -	$1,043,000.00
State Funds -	100,905.00
	$1,143,905.00

EAST BANK FREEWAY SECTION (STRUCTURE A)

PROJECT NO. I-5-6(22)303

Estimated cost of work by U.P.R.R. Company.

Labor	$ 6,500.00
Materials	9,156.00
Equipment	750.00
Contingencies	2,372.00
Watchmen and Flagmen*	2,640.00
	$21,418.00
USE	$21,000.00

*Watchmen and Flagmen

Watchman	80 days, 8 hrs./day at $2.20 per hr.	$ 1,408.00
Flagmen (2)	20 days ea., 8 hrs./day at $2.20 per hr.	704.00
Employee Benefits and Insurance 25%		528.00
		$ 2,640.00

FORM CD-121
(9-28-59)

UNITED STATES GOVERNMENT

RECEIVED
JUL 13 1962

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 10, 1962

5871

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(22)303
Banfield Interchange with East Bank Freeway in Portland

Two copies of Agreement with the Union Pacific Railroad Company, in connection with construction of Interchange Ramp Structure "A" on the above project, were received with your letter dated June 27, 1962.

Our memorandum to you, dated Sept. 22, 1961, indicated that we are prepared to approve the agreement when presented. Therefore, the agreement your file No. 29592 dated September 15, 1961, is hereby approved as of this date.

It is noted that the agreement also covers easements relative to the construction of the Banfield Interchange Structure, Project I-5-6(32)303.

RECEIVED
JUL 10 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Adams
Merchant

NOTED
G. S. PAXSON

RECEIVED
JUN 28 1962
FOR FILING

June 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of agreement, file No. 29592 dated September 15, 1961, with the Union Pacific Railroad Company relative to the construction of the East Bank Freeway Section (Interchange Ramp Structure "A" to Banfield Highway), Project No. I-5-6(22)303.

The above agreement also covers easements relative to the construction of the Banfield Interchange Structure, Project No. I-5-6(32)303.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:mmb

RECEIVED
JUN 21 1962
FOR FILING
5871

June 20, 1962

Mr. O. E. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

We have one agreement with the Union Pacific Railroad Company covering the East Bank-Banfield Interchange in Portland. There are two contracts, one being Structure A to Kuckenberg Construction Company and the other being the main interchange under contract to Drake. # 6044

In order to get our billings approved by the Bureau of Public Roads, it will be necessary that charges on the two jobs be kept separate, or at least that they be accurately and readily identifiable as to the particular job on which the work was performed. It would be greatly appreciated if your men on the project could see that the billings are made in this manner.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper
Mr. C. H. Maison
Mr. Lloyd Shaw
Mr. Fred Klaboe

RECEIVED
JUN 13 1962
FOR FILING
5871

June 12, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 8 concerning damage to your operations by our contractor, the Kuckenberg Construction Company.

In presenting any billing for repair of damages, please segregate these from other charges so that proper adjustments may be made with our contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
bc Mr. Forrest Cooper

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JUNE 8, 1962

File Ref. D 9016 - 32 - 29

U. S. CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Structure "A", East Bank Freeway - Portland

This is to advise that railroad communications were disrupted at about 12:40 PM, P.S.T., MAY 29, 1962. This was caused by a crane operated by Kuckenberg Construction Company, Inc. on the above-captioned project. The crane overturned and wire ropes from its boom fouled and grounded the Railroad's communication lines.

We expect to present a bill for our costs in connection with this incident when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc: Kuckenberg Construction
Company, Inc.
11104 N. E. Holman Street
Portland, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
333 S. W. Oak Street
Portland 4, Oregon

RECEIVED
JUN 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1962
FOR FILING

Salem, Oregon
June 12, 1962

Mr. Lloyd Shaw
Metropolitan Engineer
Portland

Herewith copy of a letter from the Union Pacific Railroad Company advising of damage to its communication lines by operations of the Kuckenberg Construction Company.

C. S. Paxson
Deputy State Highway Engineer

CSP:ms
attach.
cc Mr. I. D. Marchant
Mr. John Howard

RECEIVED
JUN 11 1962
FORM E-30X—50M—6-61—36662
FOR FILING

5871

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland 13, Oregon
June 7, 1962

SUBJECT:
Excess Property
Banfield Interchange
Structure "A"
Cont: 5871 Prefix: 6261058

To: Mr. Frank Morgan
Construction Engineer
State Highway Building
Salem, Oregon

Attention: D. J. Barbee

On May 16, 1962, this office sent a communication to Mr. Stewart Whipple, Attorney for the Northwest Ice and Cold Storage Co., relative to their purchase of property in Block 71, East Portland. In this letter we suggested they contact the Kuckenberg Construction Co., contractors on the above subject project. I am attaching correspondence from the Kuckenberg Construction Co. relative to a communication which Mr. Whipple has made with them. This letter gives us a date on which Mr. Kuckenberg believes he will be through with the use of this property for construction purposes. He believes that after September 31 that any sale of the property will not affect his operations.

Lloyd P. Shaw
Metropolitan Engineer

By: Jay B Boyd

Jay B. Boyd
Metropolitan Office Engineer

JBB/bb
Encl.
cc: G. S. Paxson (Enc.)
W. Maskin (Enc.)
Howard
Don

RECEIVED
JUN 11 1962
OREGON
STATE HIGHWAY COMMISSION

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALPINE 3-7533

PORTLAND 20, OREGON

June 6, 1962.

State of Oregon Highway Department
5821 N. E. Glisan Street
Portland 13 Oregon

Attention: Mr. Lloyd P. Shaw, Metropolitan Engineer

Gentlemen:

This is to advise you that we will have no further use, for storage purposes or otherwise, of the property outlined in red on the drawing attached. All of our materials and property will be removed from the area outlined in red on or before September 30th, 1962, and you may consider that the exclusive possession thereof is permanently relinquished to you on that date.

We shall make no claim against the Oregon State Highway Department by reason of any use or disposition of said property after said date.

Very truly yours,

KUCKENBERG CONSTRUCTION CO. INC.

Henry Kuckenberg, President

HKrgl
cc: Northwest Ice & Str.

METROPOLITAN ENGINEER
RECEIVED
Noted

RECEIVED
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan St.
Portland 13, Oregon

May 16, 1962

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Seitz, Easley and Whipple
702 American Bank Building
Portland, Oregon

Attention: Mr. Stewart Whipple

Gentlemen:

On May 4, 1962, you telephoned me suggesting that you be permitted to obtain from our contractor a written statement relieving the State from any obligation to him insofar as a parcel of property in Block 71, East Portland is concerned. The purpose of the proposed action is to expedite placing the parcel of property on the market for public sale. At present the contractor, Kuckenberg Construction Co., is using part of the area to store equipment or materials.

I believe your client, Northwestern Ice and Cold Storage Co., and this office are in agreement that an early development of turning and parking area near their loading dock is desirable. Such development will minimize conflict between their truck movements and other traffic at N. E. Third and Glisan when the freeway exit ramp is placed in operation.

I have discussed this matter with our Salem Office and have verbal approval for you to proceed if you so desire. Your success, or failure, will not obligate the State to place this or any parcel of land on sale, nor will it constitute an obligation as to when such an offer of sale is made. The recommendation of this office that the sale be made still stands and to this date has received no opposition from the Salem Office.

Two prints of a section of 1"=20' scale map are included with this communication for your use. Shown thereon in red color is the parcel proposed for sale. I prefer that this map not be

considered as a Highway Department presentation but instead that it be your material for clearer understanding between yourself and Kuckenberg Construction Co.

If we can be of further assistance to you in this matter, please feel free to contact this office at any time.

Very truly yours,

Lloyd P. Shaw
Metropolitan Engineer

LPS/bb
Encl.
cc: G. S. Paxson
D. J. Barbee
John Howard
James Don

NOTED
[illegible]

RECEIVED
MAY 17 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1962
FOR FILING
5871

February 9, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This will acknowledge receipt of your letter of February 7 advising of damage done to your communication lines by the Kuckenberg Construction Company, Inc., while working on Structure "A" of the East Bank Freeway in East Portland.

In submitting your bills for repair of this damage, please keep them separate from any other charges in connection with the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:hlb

cc Mr. Forrest Cooper
Mr. C. H. Maison
Mr. I. D. Marchant
Mr. L. P. Shaw

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 7, 1962

(File Ref. D 9016 - 32 - 29)

U. S. Certified Mail -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Structure "A" - East Bank Freeway, Portland

This is to advise that Railroad's communication lines were damaged a t approximately 1:00 P.M., FEBRUARY 5, 1962. This damage was caused by crane operated by Kuckenberg Construction Company, Inc., on construction of Structure "A" of East Bank Freeway, near Railroad's Mile Post 0.08 at East Portland.

We expect to present a bill for repairs when costs have been determined.

Will you kindly acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc:
Kuckenberg Construction
Company, Inc.
11104 N. E. Holman Street, Portland, Oregon.

Jewett, Barton, Leavy & Kern
Lewis Building
333 S. W. Oak Street, Portland, Oregon.

RECEIVED
FEB 1962
FOR FILING
FORM E 30A
5911

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 5, 1962

SUBJECT: Sign Revision
Structure 'A' - Banfield Interchange
East Bank Freeway Section
Pacific Highway I-5

To:

Lloyd P. Shaw
Metropolitan Engineer
Portland, Oregon

Recently the routing of US99 through Portland was revised. US99 no longer runs concurrent with Interstate 5. As a result, the US99 Route Markers on the above mentioned contract should be deleted from the contract and the affected signs should be revised as shown on TED Drawing No. 5114. All holes left in the revised signs must be plugged in an acceptable manner.

Also, all US30 and US99W Route Markers mounted on Type 'A' signs should be fabricated as Type 'D' Route Markers. Details on the amount of legend and the numeral location for these signs should be as indicated on the attached revised TED Drawing No. 37.

The Bureau of Public Roads has given preliminary approval of these revisions.

Would you have the indicated changes made under the present contract. The estimated cost is $50.00.

for F. D. Crandall
F. D. Crandall
Traffic Engineer

DRA:mgm
cc: Tom Edwards
I. D. Marchant
John Howard
Dennis Petersen
Attachment

NOTED
TOM EDWARDS

RECEIVED
FEB 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1961
FOR FILING

5871

October 24, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Structure A
East Bank Freeway

Dear Sir:

This will acknowledge receipt of your letter of October 19 advising of damage to your communication lines by the Kuckenberg Construction Company. It is noted that the Kuckenberg Construction Company has been notified by a copy of the letter.

Will you please arrange to have all billings for repair segregated from other railroad costs so that proper accounting can be made.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Lloyd Shaw

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

OCTOBER 19, 1961

File Ref. D 9016 - 32 - 29

U. S. Certified Mail -
Return Receipts Requested

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. P. M. Stephenson,
Assistant State Highway Engineer

Dear Sir:

Structure "A" - East Bank Freeway, Portland

This is to advise that Railroad's communication lines were damaged at approximately 8:40 A.M., OCTOBER 18, 1961. This damage was caused by crane, operated by Kuckenberg Construction Company, Inc., on construction of Structure "A" of East Bank Freeway, contacting and breaking high-powered electric lines which dropped onto railroad facilities.

We expect to present a bill for the repairs when costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc:
Kuckenberg Construction
Company, Inc.
11104 N. E. Holman Street, Portland, Oregon.

Jewett, Barton, Leavy & Kern
Lewis Building
333 S. W. Oak Street, Portland, Oregon.

RECEIVED
OCT 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUG 4 1961

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 3, 1961

587 Ref Polk

FROM : C. C. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project I-5-6(22)303
Banfield Interchange Structure
Utility Work on City of Portland at Bents 9 and 13

It has been brought to my attention that the eligibility for Federal-Aid reimbursement of the subject utility work is questionable under the provisions of PPM 30-4. A review of our Project files disclosed the following:

1-To date we have not received (a) a sketch outlining the present facility and the proposed changes. (b) A letter from the State indicating that the proposed utility work is in fact an obligation of the State under existing State regulations.

2-The State has not requested nor received from the Bureau authorization to proceed with the utility relocation.

3-The utility work was not included in the approved P. S. & E. A revised P. S. & E. or the inclusion of the utility work in the project agreement is required.

In view of our letter dated April 17, 1961, concurring in the City of Portland's estimate for relocation of water mains at Bents 9 and 13 of the Banfield "A" Structure, Federal participation may be allowed if the conditions previously outlined are complied with and in this instance our letter will be considered to be the authorization to proceed as of April 17, 1961.

In the future strict compliance with PPM 30-4 will be required if Federal-Aid reimbursement for utility relocations is requested by the State.

Portland Ave

RECEIVED
AUG 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1961
COMMISSIONERS
FOR FILING
M. K. McIVER, CHAIRMAN
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
5821 N. E. Glisan St.
Portland 13, Oregon
July 26, 1961

Kuckenberg Construction Co., Inc.
P. O. Box 7407
Portland 20, Oregon

Subject: Workday Charges
Structure A
Banfield Interchange
Contract: 5871

NOTE:
W. C. WILLIAMS

Gentlemen:

On Friday, July 21, at about 4:00 p.m., Union Pacific railroad traffic was rerouted over the southern main line through your project. At this time you were denied access to Bent 11 and Bent 4-C.

Since it is necessary that this area be available to you for the construction of footings so that your operation can proceed in an orderly manner, no workday charges will be made while you are denied this work area. Our resident engineer will advise you when you can proceed with the work at which time workday count will resume.

Yours truly,

Lloyd P. Shaw
Metropolitan Engineer

By:

Alfred A. Rear
Assistant Metropolitan Engineer

AAR/bb
cc: W. C. Williams
Ivan Merchant
John Howard

RECEIVED
JUL 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1961
FOR FILING
5871

July 18, 1961

Kuckenberg Construction Co., Inc.
Post Office Box 7407
Portland 20, Oregon

Gentlemen:

Re: Banfield Interchange
Structure A
Contract No. 5871

I have your letter of July 5, together with a copy of a letter to John Howard, Resident Bridge Engineer, dated June 30, regarding your protest of workday charges on the subject job.

After checking with our Bridge Engineer, I find that all protests of workday charges have been acted on except a protest for the days of June 19 to 23, inclusive, received in Salem on July 12. A copy of this protest is enclosed. As on all previous protests to date, the protest for the days June 19-23 is denied on the basis that more than 40 per cent of the work is available for construction.

I have been informed that the area required for spur track realignment has been completed and that the Union Pacific Railroad Company has been requested to proceed with the track move to clear the area for Bents 11 and 40 construction. Written notice has been served on Peter Kiewit Sons Company, under its Contract No. 5756, to remove the building adjacent to 1st Avenue and between N. E. Irving and N. E. Oregon Streets. At such time as this building is removed, the electric power lead and telephone lines will necessarily be removed.

The special provisions state that "The UPRR Company will close one main line track at a time to permit construction of the adjacent footings. While a track is closed the contractor shall expedite work on all footings adjacent thereto that traffic on the track may be restored at the earliest possible time." At the present time, the eastbound main line is closed to railroad traffic, and construction is proceeding on those bents adjacent to and south and west of the eastbound main line track. At such time as your operations

are completed adjacent to the eastbound main line track, this track is restored to service and the westbound main line track closed, consideration will be given to a stoppage of workday count, provided the work adjacent to the westbound main line and the existing building adjacent to 1st Avenue reduces the daily productiveness below 60 per cent.

Reference is made to paragraph 1.3.3 of the specifications and the following as an additional paragraph: "Roadway grades, cross sections, etc., shown on the structure plans are for the completed project. They will not indicate the true condition or status of the project at the time the contractor bids the work nor at the time the successful bidder starts work on the project. It shall be the responsibility of the contractor to familiarize himself with all of the conditions that may affect his bid and work on the project as the State will not be liable for damage to the contractor that may be the result of changed conditions due to the work of other contractors." Also, your attention is called to Article 1.5.6, "Cooperation by Contractor".

It is anticipated that in the near future all parts of the work will be available to you so that the project may be completed according to schedule.

Very truly yours,

W. C. Williams
State Highway Engineer

IDM/mm me

Enclosure

cc Forrest Cooper
C. S. Paxson
Ivan Merchant
Lloyd Shaw

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

BUS. PHONE:
ALPINE 3-7533

PORTLAND 20, OREGON

July 5, 1961

Mr. W. C. Williams, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

We are enclosing herewith copy of letter to Resident Engineer, John Howard, on the Banfield Interchange, Structure A - Contract #5871 which is self explanatory.

Inasmuch as the bridge department have ignored our protest for the past sixty days we trust after you receive this letter you will grant us relief so that we may continue our work on schedule.

Very truly yours,

KUCKENBERG CONSTRUCTION CO., INC.

Henry Kuckenberg,
President

HK:mn
Enclosure

RECEIVED
JUL 6 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 18 1961
FOR FILING

BUS. PHONE:
ALPINE 3-7333
RE 6 5434

KUCKENBERG CONSTRUCTION CO.

GENERAL CONTRACTORS

P. O. BOX 7407

11104 NORTHEAST HOLMAN STREET

PORTLAND 20, OREGON

200 N.E. Glisan St.
June 30, 1961

Oregon State Highway Department
5821 N.E. Glisan St.
Portland, Oregon

Re: Banfield Interchange, Structure A
Contract # 5871

Attention: Mr. John Howard, Res. Bridge Eng'r

Gentlemen:

We are protesting the charging of 5 work days for the week ending June 23, 1961.

You are well aware we are prevented from working in the areas of Bent 2 through Bent 6 because of power and telephone lines, plus the fact the building is occupied by Peter Kiewit & Sons Construction Co. In the areas of Bent 10 and 11 this company is constructing a retaining wall. This wall must be completed before the spur track can be moved, thus allowing us to construct Bent 11. This retaining wall has been open three weeks, the footing has been poured. The reinforcing steel is in place for the wall proper; it has been all week, but absolutely no effort is being made to finish this wall. During this time a railroad flagman and engineer inspector are standing by. If, because of this standstill, the railroad incurs costs above the amount set forth in the contract, be assured we will not absorb them.

On August 1, 1961, structural steel is due to arrive. We contemplate erecting from Bent 2 to the South. If these areas are not made available to us in time to complete sufficiently ahead of our schedule of steel erection, additional costs up and above what was contemplated when bidding the project will be billed to the Oregon State Highway Dep't.

These costs in part would include working under adverse weather conditions, extended supervision and field office expenses, and a proportionate amount of the main office overhead.

Yours truly,

KUCKENBERG CONSTRUCTION CO., INC.

R. A. Mortensen, Gen. Supt.

RAM:ep
cc: main office

RECEIVED
JUN 23 1961
FOR FILE

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5871

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 23, 1961

Ref. File: D 9016 - 32 - 29

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to previous correspondence regarding construction of East Bank Freeway, Portland:

Herewith duplicate signatory counterparts of proposed easement and construction agreement in connection with construction of Structure "A".

Will you please review the agreement and if satisfactory arrange for execution on the part of the Highway Commission, being sure to fill in the date of agreement at top of page 1. Both counterparts after execution by the Highway Commission, should be returned to me for completion on the part of the Railroads, after which 1 fully-executed copy will be returned to you.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

enes.

RECEIVED
2 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
STATE ... ENGINEER

RECEIVED
JUN 7 1961
FOR FILING

I-5-6(22) 203
5471

08-35.6

477 Cottage St. N. E.
Salem, Oregon

June 5, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. I. D. Merchant

C. G. Polk, Division Engineer
Salem, Oregon

Project I-5-6(22)203, Structure "A", Banfield Interchange

The following comments from our Washington office, relative to previous revisions of the design plans for the subject project, are quoted for your consideration:

"It is noted that a deck pouring schedule has been added to sheet No. 1 for the purpose of relieving some of the unbalanced load on the cross girder at bent No. 12. The schedule calls for span 27 to be poured before spans 11 and 12, and we question if this will provide the proper balance. It is suggested that spans 27, 11, and 12 be poured simultaneously starting at bent No. 12 and working both sides at an equal rate.

On plan sheet No. 26, we note a minor discrepancy on the revised footing plan for bent No. 8 where the dimensions on the top line do not add up to the 12-foot overall dimension."

NOTED
U. S. DAWSON

RECEIVED
MAY 29 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-6(22)303
1471

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 26, 1961

E. Reznick
Traffic Safety Supply Co.
2324 SE Umatilla Street
Portland 2, Oregon

Dear Madam:

Enclosed is a copy of the working drawings for sign layout on the Banfield Interchange (Structure "A") project of the Pacific Highway, Contract No. 5871. The working drawings have been checked and are approved as noted.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

DPOscs
Attachment
bcc: G. S. Paxson
Ivan Merchant
Lloyd Shaw
John Howard

RECEIVED
MAY 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1961
COMMISSIONERS
FOR FILING
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
I-5-6(22)303
5871

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 20, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Ruckenberg Construction Company started work on the Banfield Interchange, Structure "A" East Bank Freeway Project, Contract #5871, FAP No. I-5-6(22)303, on the Pacific Highway in Multnomah County on April 17, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

nk

cc: J. W. Nash
Floyd Query
D. B. Parkes

FILED
FLOYD QUERY

RECEIVED
APR 19 1961
FOR FILING
I-5-6 (22) 302
5871

Salem, Oregon
April 18, 1961

Mr. Ivan D. Merchant

Structure "A"
East Bank Freeway
Contract No. 5871

Herewith approval of the Bureau of Public Roads for the relocation of city water mains at Bents 9 and 13 of Structure "A".

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM CD-121
(8-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: April 17, 1961

FROM : C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon I-5-6(22)303, Utility Work by City of Portland at Bents 9 and 13

We concur in the City of Portland's estimate for relocation of water mains at Bents 9 and 13 of the Banfield "A" Structure. Inasmuch as we have previously approved the State and City of Portland agreement for adjustment of the above utilities on March 7, 1960, (see Oregon Project I-5-6(15)301), we are returning four copies of the proposed outline and estimate of work. One copy will be retained in our file.

Attachments

RECEIVED
APR 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-100-7001—10-57

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 1

Project Name Structure "A" Date March 6, 1961

Highway East Bank Freeway Contract No. 5871 F. A. Project No. I-5-6(22)303

County Multnomah Prefix 626-1058 Account No. 285

Description of Work To Be Done:

Relocate City of Portland water system on N. E. 1st Avenue @ Glisan Street and Flanders Street and on N. E. 2nd Avenue south of Flanders.

Location by Station Numbers:

EN 10+50 to 17+00

Estimate of Quantities and Costs:

Materials	$1,092.00
Labor	1,653.00
Equipment	187.00
Misc.	187.00
TOTAL	$3,120.00

Explanation:

Footing @ Bt. 9 - interferes with 14" main.
Footing @ Bt. 13 -interferes with 3" main.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$ 3,120.00 for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: J. O. Peterson, Resident Engineer

Approval Recommended: [signature], Assistant Division Engineer

Approval Recommended: [signature], State Highway Engineer

Approved: [signature], Deputy or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 1956

B R

February 24, 1961

Ivan Merchant
OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

RE: ESTIMATE FOR WATER UTILITY RELOCATION
STRUCTURE "A" BANFIELD INTERCHANGE
EASTBANK FREEWAY

Dear Sir:

Your office has requested an estimate for relocation of utilities in the subject area.

Accordingly, the following estimate is forwarded for your consideration:

LOCATION	MAIN SIZE	REMARKS	UNIT PRICE	TOTAL
1. Northerly extension of N. E. 1st Avenue approximately 190 ft. North of Glisan St.	14"	Relay 50'	$ 28.00	$1,400.00
2. N. E. 1st Ave. at N. E. Flanders Street	14"	Install Valve	500.00	500.00
3. N.E. 2nd Ave.- Flanders St. South	3"	Relay 60'	6.00	360.00
			Total----	$2,260.00
			Plus 15% Eng. & overhead ------	339.00
				2,599.00
			Plus 20% unforeseen----------	519.80
				3,118.80
			Total Estimated Cost----------	(3,120.00)
Breakdown of Costs:				
			Material 35%----------	1,092.00
			Labor 53%----------	1,654.00
			Equipment 6%----------	187.00
			Misc. 6%----------	187.00
				$3,120.00

The foregoing described work is contingent upon cutting or removing portions of the existing 14" main and replacing it on completion of the footings for the elevated structure. The installation of the gate valve will eliminate the need for a second shutdown of the main which serves the sewage pumping station immediately West of the Union Avenue Bridge.

It should be noted that the portion of main to be relocated in N. E. Gilsan between 2nd Avenue and 3rd Avenue, has been included in a previous estimate.

This work has not been initiated to date.

It should be understood that the actual cost of the work involved plus 15% for overhead expenses will be charged the Highway Department whether it be greater or less than the estimated cost.

Very truly yours,

K. KENNETH ANDERSON
Chief Engineer

By: _____
P. Norseth
Principal Engineer

KKA
PN:gr
cc: Lloyd Shaw
cc: Ted Suderburg

RECEIVED
APR 5 1961
COMMISSIONERS
DRIVE FILING
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-6(22)303
5871

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 5, 1961

Kuckenberg Construction Co.,
11104 NE Holman St.,
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5871, awarded March 14, 1961, for construction of the Banfield Interchange (Str. "A") on the East Bank Freeway Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 16 1961
FOR FILING
I-5-6(22)303
4771

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

March 14, 1961

C. C. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-5-6(22)303

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-6(22)303, Banfield Interchange "A" Structure, East Bank Freeway in Portland, we hereby concur, as of this date, in award of Contract No., 5871 to Kuckenberg Construction Co., Inc., of Portland, Oregon, low bidder in the amount of $991,434.10 at the January 24, 1961 bid opening.

NOTED
C. S. PAULSON

Okay to Budget

RECEIVED
MAR 15 1961
FOR FILING
I-5-6(22)303
5871

March 14, 1961

Mr. C. O. Polk, District Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

RE: Banfield Interchange "A" Structure
FAP I-5-6(22)303, Cont. No. 5871

On January 24, the Highway Commission accepted the low bid of Kuckenberg Construction Company, Inc. of Portland in the amount of $991,434.10 for the above project and instructed me to award the contract to said bidder when all necessary rights of way for the project had been acquired.

All rights of entry required for this contract are acquired, all right of access to or from abutting properties are either, (1) denied by law (2) have been acquired (3) are being acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

I propose to award the contract to Kuckenberg Construction Company Inc. as of this date. May I have your concurrence in the award.

We are advised by telephone that the Union Pacific Railroad has approved the project plans and specifications. Evidence of this approval will be forwarded you as soon as it is received from the railroad company. The State and Railroad are in agreement as to the terms of the usual State Railroad Agreement. The agreement is being prepared by the Union Pacific Company. Copies of this agreement will be forwarded you as soon as it is received by this office.

Very truly yours,

(Bridge Dept.)

W. C. Williams
State Highway Engineer

RECEIVED
MAR 14 1961
FOR FILING

I-5.6(22)?2
5871

March 14, 1961

Mr. D. F. Mongert
General Manager
Union Pacific Railroad Company
823 Pittock Block
Portland 5, Oregon

Dear Sir:

I return herewith the carbon copy of permit of entry from your company to the Oregon State Highway Commission authorizing us to proceed with the construction of "Structure A" at the Banfield Interchange in East Portland.

This is to thank you for granting us this permit.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. H. Pronson
Assistant State Highway Engineer

Attach.

CHPrms

cc to: Mr. W. C. Williams, Mr. Leonard L. Lindas, Mr. R. L. Porter, Mr. Ivan D. Merchant, Mr. Lloyd Shaw

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

March 13, 1961

828 PITTOCK BLOCK
PORTLAND 5, OREGON

C 315-2-6

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

East Bank Freeway Project - Portland

In connection with the above project my letter of July 15, 1960, granted Oregon State Highway Commission authority to enter on railroad right-of-way for the purpose of performing certain work as therein described.

In connection with the same project, I understand the Highway Commission now desires to proceed with construction of Banfield interchange, known as "Structure A." Subject to the conditions stated below, the Highway Commission hereby is authorized to enter upon railroad right-of-way for the purpose of constructing said Structure A.

This permission is granted without prejudice to the positions of either the Highway Commission or the railroad company with respect to compensation for the use of railroad property for said project.

Said permission is granted upon the further condition that the Highway Commission will promptly execute, when presented, a contract between itself and either or both Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, which contract will contain, among other things, provision for necessary relocation of railroad facilities in connection with said project at the expense of the State, together with usual protective and insurance provisions.

Before entering upon railroad property under the permission hereby granted, the State shall furnish or cause its contractor to furnish the railroad company with satisfactory public liability and property damage insurance with maximum limits of not less than $250,000/$500,000.

Please indicate your acceptance of the foregoing conditions by signing in the space below provided and returning to me the carbon copy of this letter so signed.

Very truly yours,

D. H. Wengert

Accepted this 14th day

of March, 1961.

STATE OF OREGON

By _____
State Highway Engineer

RECEIVED
MAR 1 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1961
FOR FILING

FORM SD-128
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

408 State Highway Building
Salem, Oregon

DATE: February 3, 1961

I-5-6(22)301
5871

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

FROM : C. G. Polk, Division Engineer
08-35.2-DA
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon I-5-6(22)301, Illumination plans for the Banfield Interchange Structure "A"

The illumination plans for Structure "A" of the East Bank-Banfield interchange have been reviewed by our San Francisco office.

The review of the plans shows that the location and spacing of the proposed luminaires to be satisfactory for roadway illumination on this type of structure.

One set of preliminary plans has been returned to Mr. L. E. George of your department.

NOTED
FORREST COOPER

RECEIVED
FEB 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(22)303
F587

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

December 30, 1960

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project I-5-6(22)303

We have today approved the P. S. and E. documents for Oregon Project I-5-6(22)303, Structure "A" Banfield Interchange, East Bank Freeway Section, Pacific Highway.

This approval is given subject to your making any corrections or revisions which may be found necessary following a further review of the plans.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that an agreement has been executed with the U.P.R.R. and receipt of evidence that the design plans have been approved by the U.P.R.R.

Porter
cdw.

NOTED
FORREST COOPER

RECEIVED
DEC 28 1960
FOR FILING
I-5-6(22)303
5871
E. Bank

December 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

There are attached plans of illumination pole footing locations for Structure "A" on the East Bank Freeway at the Banfield Interchange. These pole footing locations have been incorporated into the structure design in order that they could be included as a part of the contract on which bids are to be called for at the January 24, 1961 bid opening.

Due to an oversight on our part, these pole footing locations were not submitted for preliminary approval at an earlier date. It is requested that you give early consideration to the approval of these pole footing locations. It should be stated that, in all cases, the design proposals used in locating the footings are those set forth by Mr. Walter Champion of your San Francisco Regional Office. If it is at all possible, it is requested that your Salem office grant preliminary approval in order that the contract for this project may proceed as scheduled. Final approval could be forthcoming at a later date without damaging the proposed letting schedule.

It is the proposal of this office to submit to you at an early date a plan showing the location of the proposed illumination pole footings on that section of the East Bank Freeway and its interchanges which lie between Yamhill Street on the south and Vancouver Avenue on the north. By submitting this section as a complete proposed project, Mr. Champion will be presented with a complete over-all picture of our lighting plans on that section of the East Bank Freeway. In the past, we have submitted proposed illumination plans on small sections only. This practice has resulted in a certain amount of con-

fusion as to what portions were approved and what were not approved. The complete section mentioned herein will present an over-all view of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pearson
Assistant State Highway Engineer

Attach.

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

LMG:jj ao

S-460(1) Iris & Jericho Lane Sections on FAS Route 836, Near Culver 1961

#5872 Jefferson Co.

C+A
2350
3-20-61

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 30, 1962

Contract 5872-
F-410(1)
FAS 836

Hon. H. A. Dussault
Jefferson County Judge
Courthouse
Madras, Oregon

~~RE: The Cove Section, FAS 660~~

Dear Sir:

Enclosed are copies of correspondence concerning the portion of the above project on which the costs will be borne by the State Parks Division. The items shown in the estimate of park work will be adjusted to the actual amounts at the conclusion of the work. I believe Robert Prange of this office informed you regarding the excess advance deposit and that a proper refund will be made when the final costs are available.

With regard to your question concerning the final settlement on the Iris Drive and Jericho Lane Sections, our check number 10170 for $2,206.08 for the refund on the advance deposit was sent to you on or about February 15, 1962.

File
FAS 836

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

RECEIVED
FEB 26 1962
FOR PUBLIC

Iris Drive-Jericho Lane
Contract No. 5872

February 15, 1962

FINAL COST ANALYSIS
Leveling Course and Oiling
Contractor: Babler Bros., Inc.
Resident Engineer: E. Scrivner

Jefferson County
Prefix No. 516-1033

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Level Course	9,700	Cu.Yd.	2.50	2.40	23,256.33	24,250.00
Sprinkling	747	M-Gal.	3.00	1.78	1,329.01	2,241.00
Preparation of Base	5.85	Mile	200.00	192.77	1,127.70	1,170.00
3/4"-0 in Binder	660	Cu.Yd.	3.70	3.05	2,015.25	2,442.00
Furnish & Place Aggregate	3,760	Cu.Yd.	4.20	3.76	14,140.27	15,792.00
RC-3 Asphalt	82.91	Ton	46.00	43.11	3,574.03	3,813.86
120-150 Asphalt	248.02	Ton	43.00	40.15	9,959.13	10,664.86
RS-1 Asphalt	72.31	Ton	45.00	42.82	3,096.04	3,253.95
Force Account Flagging					235.96	127.53
					$58,733.72	$63,755.20

Gross Revenue	$ 63,755.20
Total Cost	58,733.72
Net Profit	$ 5,021.48

Net Profit equals 7.88% of Gross Revenue

RECEIVED
FEB 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5872

Labor:		
Labor (All)	$ 5,160.82	
Labor Insurance	426.26	
Welfare and Pension	281.10	$ 5,868.18
Material:		
3/4"-0 Leveling Course Rock	16,005.00	
3/4"-0 Binder Course Rock	1,089.00	
Oiling Aggregates	8,460.00	
RC-3 Asphalt	2,829.70	
120-150 Asphalt	7,782.82	
RS-1 Asphalt	2,454.32	38,620.84
Equipment Rental and Miscellaneous Expense:		
Equipment Rental (Owned)	6,688.96	
Equipment Rental (Hired with Operator)	3,280.40	
Gas and Oil	1,362.79	
Bond	189.92	
Home Office and General Overhead	1,814.62	
P.L. and P.D. Insurance and PUC	79.05	
Move In	595.00	
Small Tools and Miscellaneous Expenses	233.96	14,444.70
TOTAL COST		$ 58,733.72

Remarks - Contract No. 5872

This was a "Federal Aid Secondary Project" for the construction of stone leveling course and 0-11 oil mat wearing surface on 5.85 miles of roadbed on Iris Drive and Jericho Lane adjacent to Culver City in Jefferson County and designated FAS Route No. 836.

The bid on this project was received March 7, 1961, accepted subject to certain conditions March 10, 1961, and awarded March 14, 1961.

Cinder Hill Company moved in their crusher April 23, 1961, set up in their own material source and commercially operated and sold crushed materials to Babler Brothers, Inc. They remained at the site and crushed additional rock for general sales.

Babler Brothers began hauling with five dump trucks and processing with a grader, water truck and rollers May 15, 1961. This operation continued intermittently as rock was supplied and as it fit in with other jobs the contractor was engaged in until June 5, 1961. The contractor began placing oil mat June 12, 1961 and completed with final seal June 18, 1961. Blading and brooming were continued as needed until June 27, 1961 when it was turned over to the county.

In addition to the hired dump trucks the contractor used an oil distributor, rock spreader, self-propelled rubber roller, 2-wheel roller, grader, loader, tractor broom, water sprinkling truck, pickup, and service trucks of their own.

Operation was delayed at one point when the rock supplier was unable to keep up with laying but had little, if any, effect on the cost to the contractor. Equipment was used in conjunction with other projects and this coupled with sound bidding resulted in a fair profit of 7.88% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Arthur Bollinger

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-14-62	CC 738		516-1033-297

NOTED
H. S. COX

INVOICE NUMBER

73272

- Jefferson County
- Courthouse
- Madras, Oregon
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
DON HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Iris Drive and Jericho Lane Sections, FAS 836 covered by agreement dtd March 10, 1961.			
Original advance deposit $14,300.00 Less amount previously transferred 11,300.00		NOTED R. H. PRANGE	$3,000.00
County share cost as per attached statement $12,093.92 Less amount previously transferred 11,300.00			793.92
To be refunded			$2,206.08

RECEIVED
FEB 16 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED

ACKNOWLEDGED AND CHECK RECEIVED:

Cash Receipt No. _____

By _____

A 150 (REVISED 7-60)

NOTED
H. S. COX

February 9, 1962

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R. [illegible]

Gentlemen:

Final costs are now available on the Iris Drive and Jericho Lane Sections, FAS 836, (Contract #5872), under agreement dated March 10, 1961, as shown in the enclosed cost statement.

In accordance with the agreement, a refund of $2,206.08 is due the county in connection with this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
County & City Relations Planning Engineer

VRJ:eb
Encl.

11-13-61

9

RECEIVED
NOV 15 1961
FOR FILING

Form FHWA-2A (5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

Monthly transaction number

Project report number
7

State
Oregon

County
Jefferson

Project number
S-460(1)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

S-460(1)

5872

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 11, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 66,839.00

Revised Federal funds $ 42,565.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of November, 19 61.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: [signature]
R. C. Wright
Administrative Manager

USComm-DC 11170

November 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Iris Drive and Jericho Lane Section, Project No. S-460(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

5-11-61

Monthly Transaction No.	Form -2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT	County Jefferson
S-460(1)		Project No. S-460(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Iris Dr. & Jerico Lane 8 mi. S. Madras

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-26-60	5.8
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 69,856	$ 42,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX C. G. Polk
Division Engineer

By: M E Martin
Acting Division Engineer

Date executed by Division Engineer 5-11-61

USComm-DC 40257

March 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a a basis for project agreement for the Iris Drive and Jericho Lane Section, Project No. S-460(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-460(1)

IRIS DRIVE AND JERICHO LANE SECTION

OF FAS ROUTE NO. 836 IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1961

Type Code 5231
Roadway (M.P. 0.00 to M.P. 2.37)(M.P. 3.62 to M.P. 7.10)(Contract No. 5872)

3/4" - 0 Material in Leveling Course and Shoulders	10,500 cu.yd.	$ 2.50	$26,250.00
Sprinkling	260 M-gal.	3.00	780.00
Preparation of Base	5.85 miles	200.00	1,170.00
3/4" - 0 Material in Binder Course	540 cu.yd.	3.70	1,998.00
Furnishing and Placing Aggregates	3,530 cu.yd.	4.20	14,826.00
RC-3 Asphalt	82 tons	46.00	3,772.00
120-150 Asphalt	260 tons	43.00	11,180.00
RS-1 Asphalt	74 tons	45.00	3,330.00
			$63,306.00
Flagging	All Required		200.00
		Subtotal	$63,506.00
		10% Engr. & Cont.	6,350.00
		Total	$69,856.00

Length of Roadway - - - - - - - - 5.850 Miles
Cost of Roadway Per Mile- - - - $11,941.19

Federal Funds -	$42,000.00
State Funds -	13,928.00
County Funds -	13,928.00
	$69,856.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

RECEIVED
AUG 8 1961
FOR FILING

5872

August 7, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5872 for leveling course-oiling Iris Drive and Jericho Lane on County Road (FAS 836) in Jefferson County was completed by the contractor, Babler Bros. Inc., on June 19, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $1,931.92 will be released to the contractor on or after August 14, 1961. The total contract amount is $63,778.29, of which amount $150.62 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Ave.,
Portland 2
Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 14, 19 61

Section Iris Drive and Jericho Lane

Highway County County Jefferson

Contractor Babler Bros., Inc.

Date of contract March 14, 19 61

Date work started March 24, 19 61

Project authorization $ 71,444.25

Exclusive of engineering $ 66,363.77

Kind of work Leveling Course and Oiling

Section prefix 516-1033

Contract number 5872

Specified work days 85

Work days used 61

Per cent of time elapsed 72 %

Estimated cost of completed project, exclusive of engineering $ 63,800

Estimated per cent overrun or underrun Underrun 4.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,080.48

Engineering cost to date $ 2,600, 51.2 %

Date project was completed June 19, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Work on semi-final estimate completed Friday and data will be submitted next week.

- FINAL REPORT -

RECEIVED
JUL 17 1961
NOTED- Eby
CE PAUL ACE COE CS

NOTED C. E. PAUL

Signed Grant L. Sorensen

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.85		5.85	
Miles partially completed		5.85		5.58	
Miles completed		5.85		5.85	
Total estimated quantities (contract)		10,500 CY		Asph. 416 Tons Aggr. 4,070 CY	
Total quantities corrected to date		9,700 CY		Asph. 403 Tons Aggr. 4,430 CY	
Estimated quantities moved or placed to date		"		"	
Average daily quantities			Project Completed		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair&Hot		
Tuesday	"		
Wednesday	"		
Thursday	Ptly.Cloudy & Hot		
Friday	"		
Saturday			

NOTED
Harold C. Ayers

June 29, 1961

NOTED
C. G. SWENSON

Jefferson County Court
Courthouse
Madras, Oregon

NOTED

Gentlemen:

This is to advise you that Contract No. 5872 for constructing the Iris Drive-Jericho Lane Section of FAS 836 in Jefferson County was completed on June 19, 1961.

Under the terms of the agreement dated March 10, 1961, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

VRJ:mm

RECEIVED
JUN 28 1961
FOR FILING

5872

June 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 19, 1961, on Contract No. 5872, Iris Drive--Jericho Lane Section, in Jefferson County, in connection with Federal Aid Project No. S-460(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swanson

RECEIVED
APR 3 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD OLIVER, SECRETARY
SALEM

2-461 (1)
5872

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 31, 1961

Babler Bros. Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5872, awarded March 14, 1961, for leveling course-oiling Iris Drive and Jericho Lane Sections on County Road (FAS 836) in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAR 30 1961
FOR FILING

F 460(1)
5872

March 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 24, 1961, on Contract No. 5872, Iris Drive-Jericho Lane Section, in Jefferson County, in connection with Federal Aid Project No. S-460(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

E. L. Porter
Office Engineer

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3/22/61	cc 672		516-1033-297

INVOICE NUMBER

68895

Jefferson County
Madras, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$14,300.00
Partial transfer county advance deposit for Iris Drive and Jericho Lane, FAS 836, covered by agreement dated March 10, 1961			11,300.00
To be retained			$ 3,000.00

RECEIVED
... 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
C. G. SWE[illegible]SON

NOTED

March 17, 1961

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $14,300 for the Iris Drive and Jericho Lane Sections of FAS 836. Contract No. 5872 has been awarded to Babler Brothers, Incorporated.

Enclosed are a copy of the contract for your files and also another set of plans. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
H. S. COX

NOTED
C. G SWENSON

Salem, Oregon
3/14/61

Mr. R. L. Porter
Office Engineer

Advance Deposit
FAS 836, Jefferson County

NOTED
V. R. JONES

NOTED
Harold C. Ayers

We have received this date a check from Jefferson County in the amount of $14,300 which represents the county's share for the construction of the Iris Drive-Jericho Lane Section of FAS 836.

This project is now clear for award of a contract.

John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: G. S. Paxson

Salem, Oregon
3/14/61

Advance Deposit
FAS 836, Jefferson County

Mr. C. H. Maison
Accounting Division

Attention: Mr. John Herr

Attached is a check from Jefferson County in the amount of $14,300. This amount represents the county's share for the construction of the Iris Drive-Jericho Lane Section of FAS 836.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

S. E. SUMMERFIELD, *Sheriff*
NELLIE WATTS, *County Clerk*
ELVA TOWNSEND, *Treasurer*
GLENN P. HORN, *Assessor*

H. A. DUSSAULT, *County Judge*
W. H. CAMPBELL, *Commissioner*
L. M. OLSON, *Commissioner*
DORRIS B. SURATT, *County Health Nurse*

ASA T. EATON, *School Supt.*
WARREN H. ALBRIGHT, *District Attorney*
DR. DAVID C. MacFADDEN, *Coroner*

Jefferson County

STATE OF OREGON

Madras, Oregon

March 13, 1961

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed you will please find our check in the amount of $14.300.00 to cover advance deposit for the construction of the Iris Drive and Jericho Lane Section, FAS 836.

The placing of a cinder base by Jefferson County has been completed and compacted with our heavy Grid Roller and should make an excellent base.

Very truly yours,

H. A. Dussault
Judge

RECEIVED
MAR 14 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R JONES

NOTED
NOTED
H. S. COX

March 8, 1961

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

On March 7, a satisfactory bid was received from Babler Brothers, Incorporated, of Portland for construction of the Iris Drive and Jericho Lane Section, FAS 836. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$63,306.00
Anticipated Additional Item: Flagging	200.00
	$63,506.00
12-1/2% Engineering & Contingencies	7,938.25
Estimated Total Cost	$71,444.25
County Advance Deposit	
20% of $71,444.25	$14,300.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $14,300 forwarding same to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

RECEIVED
MAR 23 1961
FOR FILING

S-460 (1)
5872

March 22, 1961

Mr. H. F. May, Chief Engineer
Spokane, Portland and Seattle Railway
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. May:

We have recently awarded Contract No. 5872 for surfacing and oiling on two sections of county roads in Jefferson County, Oregon.

In order to comply with P.U.C. Order No. 7058, issued by the Public Utilities Commissioner of Oregon, December 27, 1939, it will be necessary that each of the two (2) railroad grade crossings that are within the limits of the contract be protected by two reflectorized crossbucks and two advance warning signs.

The crossings referred to are designated as crossing No. 2T-114.8 at the south city limits of the Town of Culver and crossing No. 2T-116.1 about 1-1/4 miles south of the Town of Culver.

Our records show there are two crossbucks in place at each of these crossings. However, one of the crossbucks at crossing 2T-116.1 is not reflectorized.

Will you perform the work of reflectorizing this crossbuck and bill the State Highway Commission for the cost?

The reflectorizing work should be performed prior to completion of the surfacing and oiling contract, which is estimated to be September 15, 1961.

This letter will be your authority to do the work at our expense.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RA:bb

cc: Mr. Dean Swift

RECEIVED
MAR 21 1961
FOR FILING
2-461(1)
5812

Salem, Oregon
March 20, 1961

Cooperative Construction Agreement
FAS 836, Jefferson County

Mr. C. G. Swenson
County & City Relations Engineer
Office

MISC. CONTRACTS and
AGREEMENTS No. 2330

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a cooperative agreement with Jefferson County covering the Iris Drive-Jericho Lane Section of FAS 836 in Jefferson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jefferson County.

Secretary

rn
cmc.

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/3/61

SUBJECT: Cooperative Construction Agreement
FAS 836, Jefferson County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Iris Drive-Jericho Lane Section of FAS 836 in Jefferson County. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 4/21/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

RECEIVED
MAR 20 1961
FOR FILING
2-460 (1)
5872

March 20, 1961

County Court of Jefferson County
Court House
Madras, Oregon

Gentlemen:

We are enclosing for the records and files of Jefferson County a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and Jefferson County covering the Iris Drive-Jericho Lane Section of FAS 836 in Jefferson County.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

rn
enc.

RECEIVED
MAR 15 1961
FOR FILING

1-460(1)
5872

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
3/14/61

To: Mr. R. L. Porter
Office Engineer

SUBJECT: Advance Deposit
FAS 836, Jefferson County

We have received this date a check from Jefferson County in the amount of $14,300 which represents the county's share for the construction of the Iris Drive-Jericho Lane Section of FAS 836.

This project is now clear for award of a contract.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm

cc: G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 1961
FOR FILING
8-460(1)
5872

Salem, Oregon
March 3, 1961

Mr. Dean Swift

Iris Drive and Jericho Lane
FAS 836 Near Culver in Jefferson County

We will receive bids for a project of resurfacing these two sections of the Jefferson County Road on March 7. Each of these sections crosses the Oregon Trunk Railway tracks.

Prior to doing any work on or in the immediate vicinity of the railroad tracks, we are to notify Mr. H. F. Moy of the Spokane, Portland & Seattle Railway Company in Portland, or if he is not available, his office that work is to be done so that his operating forces may have warning. A minimum notice of two days, and preferably longer, should be given prior to doing the work.

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. H. F. Moy

S. E. SUMMERFIELD, *Sheriff*
NELLIE WATTS, *County Clerk*
ELVA TOWNSEND, *Treasurer*
GLENN P. HORN, *Assessor*

H. A. DUSSAULT, *County Judge*
W. H. CAMPBELL, *Commissioner*
L. M. OLSON, *Commissioner*
DORRIS B. SURATT, *County Health Nurse*

ASA T. EATON, *School Supt.*
WARREN H. ALBRIGHT, *District Attorney*
DR. DAVID C. MacFADDEN, *Coroner*

Jefferson County

STATE OF OREGON

Madras, Oregon

Fecruary 23, 1961

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed you will find two copies of an agreement by the State Highway Commission and Jefferson County in connection with the oiling project on FAS 836.

The placing of the cinder base by Jefferson County will be completed in ample time.

Yours very truly,

H. A. Dussault

H. A. Dussault
Judge

Recd 2/24/61
JDS

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
C. G SWE[illegible]N

February 14, 1961

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Jefferson County oiling project on FAS 836.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $69,200; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than February 28.

It is presently planned to accept bids for this project on March 7.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County and City Relations Engineer

HSC:mm

MEMO TO FILES
1/20/61

Called Dean Swift this date re Howard School-Quants Cabin project, FAS 831, Crook County, and Iris Drive and Jericho Lane projects on FAS 836, Jefferson County.

Informed Mr. Swift that Crook County will go ahead on the Howard School-Quants Cabin Section but project would have to be held to $137,000. Judge Grimes came in office after talking to Mr. Swift and said they could not give us a definite time for contracting this project at this time but would let us know in the near future.

Informed Mr. Swift that Jefferson County planned to complete their work on FAS 836 about April first and we would plan to open bids in March at the same time bids are to be opened on the Culver Junction-Crooked River Section on the The Dalles-California Highway. This he thought was a good idea.

C. G. Swenson
County & City Relations Engineer

CGS:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

July 26, 1960

Hon. H. A. Dussault
Jefferson County Judge
Courthouse
Madras, Oregon

FAS 836
Iris Drive-Jericho Lane Section

Dear Judge Dussault:

I am enclosing the base design provided by our soils section for use on the proposed project. You will note that the county should place 6" of cinders over the existing gravel surface and 11" on the widened areas.

Very truly yours,

C. G. Swenson
County and City Relations Engineer

By

Verne R. Jones
Field Engineer

VRJ:mm
Encl.

cc: Mr. Dean Swift, Div. Engr.

NOTED
H. S. COX

Salem, Oregon
July 14, 1960

Iris Drive & Jericho Lane
FAS 836, Jefferson County

Mr. Tom Edwards
Construction Engineer
O F F I C E

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

The subject named project has been held in this office for some time due to fluctuating conditions in Jefferson County and also a lack of money for this project. Jefferson County has now determined to do all grading and place the base with county forces. This, of course, will materially change the field estimate.

The soil department has been consulted regarding this change and a base design will be forthcoming shortly.

The contract for this project will be for placing a 3" leveling course of crushed rock and a type C-11 oil mat wearing surface. Due to the small quantities of leveling course involved it is suggested that this item be by the cubic yard.

H. S. Cox
Assistant County & City Relations Engineer

HSC:ww

cc: Frank Hall
V. G. O'Neil
Ed Morelock

NOTED
[illegible]

NOTED
C. G SWE[illegible]

NOTED
H. S. COX

MEMO TO J. W. NASH
7/13/60

FAS 836, JEFFERSON COUNTY

TERMINI: Iris Drive from junction with Feather Drive east 2.4 miles to junction with FAP 4. Jericho Lane from junction with Feather Drive east 3.4 miles to junction with Bear Drive.

PROPOSED WORK: Place 3" top course crushed rock and construct 2-lane oil mat wearing surface.

PROJECT LENGTH: 5.8 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$85,000	$51,000	$17,000	$17,000 (Co.)

EXISTING FACILITIES: Jefferson County will widen, improve the grade to state standards, and place grid-rolled base to a finished top width of 26 feet. A 5" credit for present surfacing is being allowed on base design.

[redacted]

STRUCTURES: Iris Drive has one timber structure 21' long and 23' wide on concrete abutments, 15 lines 6X17 stringers, 4X12 deck loading H-15. Over North Unit Canal. Also one 10' timber span on concrete abutments, 15 lines 6X13 stringers, 4X12 deck, 23' H.C., loading H-15. Over North Unit Canal branch.

Jericho Lane, one 21' timber span on concrete abutments, 15 lines 6X19 stringers, 4X12 deck, 23' H.C., over North Unit Canal branch. Also one 24' timber span on concrete abutments, 15 lines 8X17 stringers, 4X12 deck, 23' H.C., loading H-15, over North Unit Canal.

ADJACENT SECTIONS: Westerly end of both sections is Feather Drive (on FAS 836) which has cinder and gravel wearing surface 22' in width. Easterly end of Iris Drive is junction with FAP 4, 22' bituminous wearing surface with 4' oiled shoulders. Easterly end of Jericho Lane is Bear Drive, a graveled county road.

PROJECT DATA: Place 3" leveling course of crushed rock and construct a type O-11 oil mat wearing surface 20' in width with 2' shoulders to approved highway standards. Grade will be improved but alignment will remain the same.

ROW: 50' minimum.

ACCESS CONTROL: None.

RR XING:

Name:	SP&S (Spokane-Portland-Seattle)
Number of tracks:	One
Number of trains:	Twelve, Iris Drive; Ten, Jericho Lane. (Mainly switching)
Sight distance:	In excess of 300 feet.
Vehicle speeds:	--
Group priority:	--
RR benefits:	--
Existing protection:	2 X-bucks, 2 advance signs.
Proposed:	--

SYSTEM ACTION: None required.

PUBLIC HEARING: ?

MINIMUM DESIGN STANDARDS:

Iris Drive will have junctions approaching right angles at FAS 547, FAS 549, and FAP 4.

Jericho Lane will have junctions approaching right angles at FAS 836 and county road to south, FAS 549, FAP 4, and Bear Drive, a county road.

It would be economically unsound to attempt anything except junctions at the above mentioned places because of irrigations disruption and private home displacement. This entire area is highly developed irrigated land and any R/W taking would be very expensive.

UNUSUAL OR COMPLICATED SITUATIONS: None.

FAS 836 serves a highly developed irrigated farming area. Sizes of these farms are rather small with main products being hay, potatoes, various seed crops, and mint. ADT on Iris Drive is 200; ADT on Jericho Lane varies from 40 to 103.

HSC:mm

PROPOSED PROJECT
JEFFERSON COUNTY

FAS 836, Iris Drive and Jericho Lane Sections, $119,000. The proposed project is to grade, drain, base, and place a 20' O-11 oil mat with 2' shoulders on 2.4 miles of Iris Drive and a 3.4 miles section of Jericho Lane for a total of 5.7 miles.

If the FAS funds will not cover the cost of the work, the County asks that it be contacted in regard to its performing part of the grading with its own forces. The Soils Division has made a soil and base survey and has recommended a base design.

The $119,000 represents the balance of FAS funds available to Jefferson County.

60-c
3/14/60

Comm approved
4-21-60

S-154(9) E. Unit, Post-Camp Creek Sect. of
the Paulina Hwy. S.E. Prineville
#5873 Grading, oiling & 2 bridges 1961

RECEIVED
JAN 15 1963
FOR FILING

Contract 5873

Monthly transaction number
1-44

Project report number
7

Form 2A (5-3r-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State
Oregon

County
Crook

Project number
S-154(9)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-8-63

5873

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 11, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 432,788.00

Revised Federal funds $ 275,230.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8 day of January, 19 63.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Fouts

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

By: L. R. Backland
L. R. Backland, Administrative Mgr.

USComm-DC 11170

January 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the East Unit, Post-Camp Creek Section, Project No. S-154(9).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

EMC:bb

5-11-61

RECEIVED
MAY 22 1961
FOR FILING

Modify Project Description No.

Project Report No.
S-154(9)

5873

For FH-2 (9-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Crook

Project No.: S-154(9)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. Approx. 10 mi. E. of Post E. 4 mi
(East Unit, Post-Camp Creek Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-10-61	4.0
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 417,957	$ 262,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: WE Martin
Acting Division Engineer

Date executed by Division Engineer 5-11-61

USComm-DC 40257

April 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East Unit, Post-Camp Creek Section, Project No. S-154(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Oregon State Highway Department

Federal Aid Secondary
Project No. S-154(9)

EAST UNIT, POST-CAMP CREEK SECTION OF

THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 6, 1961

Type Code 5231
Roadway (Sta. 8+51.04 to Sta. 221+50)(Contract No. 5873)

Clearing and Grubbing	All Required			$ 10,000.00
Drainage Excavation, Unclassified	70	cu.yds.	$ 2.00	1,560.00
Special Borrow Excavation, Unclassified	22,700	cu.yds.	0.45	10,215.00
General Excavation, Unclassified	322,400	cu.yds.	0.37	119,288.00
Short Overhaul	511,200	yd.stns.	0.01	5,112.00
Long Overhaul	2,670	C-yd.stns.	0.30	801.00
Truck Haul on Special Borrow	42,000	yd.miles	0.05	2,100.00
Stone Revetment	700	cu.yds.	2.00	1,400.00
Finishing Roadbed and Slopes	4.02	miles	900.00	3,618.00
Rounding Cutbanks	3,700	lin.ft.	0.15	555.00
8-inch Corrugated Metal Pipe	80	lin.ft.	1.75	140.00
12-inch Corrugated Metal Pipe	260	lin.ft.	2.95	767.00
18-inch Corrugated Metal Pipe	820	lin.ft.	4.25	3,485.00
24-inch Corrugated Metal Pipe	460	lin.ft.	6.70	3,082.00
30-inch Corrugated Metal Pipe	52	lin.ft.	8.20	426.40
36-inch Corrugated Metal Pipe, 10 Gage	150	lin.ft.	14.75	2,212.50
48-inch Corrugated Metal Pipe	22	lin.ft.	17.55	386.10
78-inch Corrugated Metal Pipe	140	lin.ft.	38.20	5,348.00
24-inch Half-Circle Corrugated Metal Pipe	380	lin.ft.	4.85	1,843.00
29-inch Arch Type Corrugated Metal Pipe	90	lin.ft.	6.55	589.50
12-inch Corrugated Metal Siphon Pipe	620	lin.ft.	4.80	2,976.00
18-inch Corrugated Metal Siphon Pipe	120	lin.ft.	6.50	780.00
Concrete End Basins	4	cu.yds.	80.00	320.00
Salvaging Culvert Pipe	90	lin.ft.	4.25	382.50
1-inch Plastic Water Pipe	190	lin.ft.	1.00	190.00
Class "A" Concrete	4	cu.yds.	80.00	320.00
Metal Guard Rail	7,200	lin.ft.	2.26	16,272.00
Guide Posts, Type W-2	240	only	6.75	1,620.00
Type 1 Fence	2,930	rods	5.75	16,847.50
16' x 48" Metal Gates	16	only	75.00	1,200.00
Coarse Crushed Material in Base	47,650	tons	1.20	57,180.00
3/4" - 0 Material in Base	8,100	tons	1.25	10,125.00
Sprinkling	7,000	M-gals.	2.00	14,000.00

Preparation of Base	4.02 miles	$200.00	$ 804.00
3/4" - 0 Material in Minor Course	380 cu.yds.	3.05	1,159.00
Furnishing and Placing Aggregates	2,450 cu.yds.	3.05	7,472.50
MC-3 Asphalt	58 tons	46.00	2,668.00
120-150 Asphalt	180 tons	44.00	7,920.00
RS-1 Asphalt	52 tons	46.00	2,392.00
Extra for Oiling Approaches	18 only	30.00	550.00
			$18,097.00
Flagging (57½ of Contractor's Cost)	All Required		$ 100.00
Irrigation Valves	All Required		50.00
Signing (Temporary)	All Required		200.00
Signing (Permanent)	All Required		300.00
Pave Cattle Passes	All Required		500.00
			$ 1,150.00

Utility Work

Work by Central Electric Co.	All Required		$ 500.00
	Subtotal		$19,747.00
	10% Engr. & Cont.		31,974.00
	Total		$51,721.00

Type Code 2021
N. Fork Crooked River Bridge (Br. #8701) (Sta. 155+14 to Sta. 156+34)
(Contract No. 7873)

Shoring, Cribbing, Etc.	All Required (50%)		$ 4,150.00
Structural Excavation	145 cu.yds.	$ 8.00	1,160.00
Structural Excavation, Unclassified	15 cu.yds.	10.00	150.00
Class "A" Concrete (228 cu.yds.)	All Required (49%)		16,159.71
Metal Reinforcement (56,000 lbs.)	All Required (49%)		7,779.24
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 29,598.95

Type Code 2021
S. Fork Crooked River Bridge (Br. #8701) (Sta. 168+50 to Sta. 169+70)
(Contract No. 5873)

Shoring, Cribbing, Etc.	All Required (50%)		$ 4,150.00
Structural Excavation	150 cu.yds.	$ 8.00	1,200.00
Structural Excavation Below Elevation Shown	15 cu.yds	10.00	150.00
Class "A" Concrete (235 cu.yds.)	All Required (51%)		16,819.29
Metal Reinforcement (57,400 lbs.)	All Required (51%)		8,096.76
8-inch Metal Drain Pipe	50 lin.ft.	4.00	200.00
			$ 30,616.05

Subtotal	$ 60,215.00
10% Engr. & Cont.	6,021.00
Total	$ 66,236.00

Length of Roadway - - - - - - - - - - - - 4.015 Miles
Length of 2 Structures- - - - - - - - - - 0.045 Mile
Total Length- - - - - - - - - - - - - - - 4.060 Miles
Cost of Roadway Per Mile- - - - - - - - - $87,601.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$351,721.00	$221,000.00	$130,721.00
Structures	66,236.00	41,000.00	25,236.00
	$417,957.00	$262,000.00	$155,957.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

State Funds for Maint: Chap. 529, laws 1939

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OCT 16 1962
FOR FILING

Salem, Oregon
September 26, 1962

Agenda Item 1e-2

File No. 29950 - McCullough
East Unit, Post Camp Creek Section
Paulina Highway
Crook County

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Walter T. Wright
Right of Way Engineer

Attached for further handling are two fully executed copies of an Indenture of Access to the F.S. McCullough property on the East Unit, Post Camp Creek Section of the Paulina Highway in Crook County.

A conformed copy of the above Indenture has been retained in this office.

Secretary

rn
Attach: 2

FORM E-90 50M 6-61 20681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 28, 1962

AGENDA
SEP 20 1962
1e-2

SUBJECT: AGENDA ITEM FOR SEPTEMBER 20 COMMISSION MEETING
File No. 29950 - McCullough
East Unit, Post Camp Creek Section
Paulina Highway
Crook County

To: Mr. Floyd Query
Secretary

O f f i c e

Please place upon the agenda of the September 20 meeting an Indenture of Access between the State of Oregon and F. S. and Lora McCullough.

Two copies of the instrument should be returned to us after approval and execution by the Commission.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

sm
Attachments
Indenture in triplicate

cc Mr. L. I. Lindas

(A)
2 COPIES TO BE SIGNED
(by [illegible])

NOTED
FLOYD QUERY

R.E.

RECEIVED
SEP 26 1962
FOR FILING

September 26, 1962

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

Contract #5873 awarded to Durbin Bros., for grading-oiling-structures on the East Unit of the Post-Camp Creek Section of the Paulina Secondary Highway in Crook County was completed on June 23, 1962, and accepted by the Highway Commission on August 9, 1962.

Final payment, in the amount of $11,786.70 will be released to the contractor on or after October 3, 1962. The total contract amount is $391,490.40 including $5,144.23 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Tromp & McKinley Agency
260 11th Avenue East
Eugene, Oregon

cc: Durbin Bros.,
Route 5, Box 1425
Eugene
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 27, 19 62

Section East Unit, Post - Camp Creek

Highway Paulina County Crook

Contractor Durbin Bros.

Date of contract April 4, 19 61

Date work started March 27, 19 61

Project authorization $428,582.25

Exclusive of engineering $398,105.29

Kind of work Structures, Grading and Oiling

Section prefix 107-1037

Contract number 5873

Specified work days 155

Work days used 151

Per cent of time elapsed 97 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 396,000

Estimated per cent overrun or underrun . . . . . Underrun 0.5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $30,476.96

Engineering cost to date $ 33,000, 108.3 %

Date project was completed June 23, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Wednesday.

----- FINAL REPORT -----

CONSTRUCTION DIVISION
RECEIVED
JUL 31 1962
NOTED- CE ACE ACE COE

NOTED
[illegible]

Signed [signature]

Address P.O. Box 182, Prineville

Noted
M. N. Juve

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.02	4.02		4.02	
Miles partially completed	"	"		"	
Miles completed	"	"		"	
Total estimated quantities (contract)	322,400 CY	55,750 Tons		Asph. 290 Tons Aggr. 2,830 CY	
Total quantities corrected to date	348,178 CY	52,538 Tons		Asph. 287 Tons Aggr. 2,724 CY	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities		Project Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair&Hot		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

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DEC 12 1962
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S-154(9)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5873 Contractor Durbin Bros.

Highway Paulina Secondary

Section East Unit, Post-Camp Creek

Kind of Work Grading and surfacing.

May 5, 1962 for 30 days
Floyd Q. [illegible]

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

I recommend the increase of 30 days be granted to compensate for an overrun of 38,000 cubic yards in a difficult rock cut. It actually took more than the 30 days to move this additional material.

Recommended for Approval:

Oscar Swift
Division Engineer

Fred B. Klabo
Asst. Construction Engineer or Bridge Engineer

[illegible]
ASSISTANT State Highway Engineer

Contract No. 5873

Project designation S-154 (9) State-Federal

Date awarded April 4, 1961

Work started March 27, 1961

Per cent completed 82%, Dec. 15, 1961 Date

No. of Workdays Allowed 125

No. of Workdays Used 139

No. of Added Workdays Requested 30

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 12-13, 19 61

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 155 days, within which to complete our Contract No. 5873, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to overrun in rock cut at station 117 + 50 to 127 + 00

Respectfully submitted,

DURBIN BROS.
Contractor

By Wallace R. Durbin

CONSENT OF SURETY

Date December 13, 19 61

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

THOM A. McKINLEY AGENCY

By: Gerald C. Beck
Attorney-in-fact

(SEAL)

John W. Mowery
Resident Agent

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

Query

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 2
May 25, 1962 Meeting

Gentlemen:

Durbin Bros. of Eugene, contractors on the East Unit, Post-Camp Creek Section of the Paulina Highway in Crook County, Contract 5873, have requested an increase in the allowable workdays in which to complete the contract. The original workday allowance was 125 days; they are requesting an additional 30 days, for a total of 155 days.

The reason given by the contractors in their request was a large overrun in the amount of excavation in one rock cut on the project. We have analyzed their claim, using daily production records, and have determined that slightly over 30 days were required to remove the additional material from this cut. It is, therefore, recommended that the contractors be granted an additional 30 days as requested.

This matter will be on the agenda for your consideration at the May 25 meeting.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

Enc.

FORM E-80 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1962

SUBJECT: Contractor's Claim for
Time Extension
E. Unit, Post-Camp Creek Section
Paulina Highway
Contract No. 5873

To: Mr. R. L. Porter
Ass't. State Highway Engineer

O F F I C E

The contractor on this project, Durbin Bros. of Eugene, has made a request for an extension of the allowable workdays under which to complete the work on this project. Attached are copies of the "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract".

The contractor has requested an additional 30-days due to an overrun in the amount of material in the rock cut between Stations 117+50 and 127+00. The original plans for this project showed a total of 38,800 cubic yards of excavation, and the final quantity was 76,243½ cubic yards. This is an overrun of 37,443½ cubic yards. A claim from the contractor has been analyzed by Mr. Juve, our Chief Cost Analyst, who recommends that an additional payment of $16,250.48 be made to the contractor for extra costs incurred in removing this additional material. This matter is being processed separately.

The contractor started work (pioneering) on this cut during the week ending June 23, 1961, and started excavation in earnest during the week ending August 18. During this time there was a three week shutdown because of a strike. By using the daily production figures between the weeks ending August 18 and October 20, when the cut was finished, we have arrived at an average daily production of 1230 cubic yards from this cut. This compares to an average daily production of between 4000 and 6000 cubic yards on most of the rest of the job.

A daily production of 1230 cubic yards divided into the overrun of 37,443½ cubic yards overrun gives a figure of 30½ days required to remove the additional material.

This office recommends that the contractor be granted an additional 30-days as he requested. Your concurrence in this recommendation is requested.

RECEIVED
MAY 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

According to our computations, the contractor still has about 24 days' work yet to do, and has already overrun 14-days, for a total of 38-days, so the result will still be an overrun of time of 8-days.

This is an FAS job, so concurrence of the Bureau of Public Roads is not required. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh

RECEIVED
JUN 29 1962
FOR FILING

5873

June 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 23, 1962, on Contract No. 5873, East Unit, Post-Camp Creek Section in Crook County, in connection with Federal-aid Project No. S-154(9).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DEP:mmb
cc: H. S. Cox

RECEIVED
JUN 29 1962
FOR FILING

May 28, 1962

Durbin Bros.,
Route 5, Box 1425
Eugene
Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 25, 1962, discussed with the Engineer your request for an extension of time on contract #5873. You requested 30 additional workdays within which to complete the grading-oiling-structures on the East Unit of Post-Camp Creek Section of the Pauline Secondary Highway in Crook County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 30 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Dean Swift
E. L. Scrivner
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

RECEIVED
MAY 4 1962
FOR FILING

5813

May 3, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 2
May 25, 1962 Meeting

Gentlemen:

Durbin Bros. of Eugene, contractors on the East Unit, Post-Camp Creek Section of the Prairie Highway in Crook County, Contract 5873, have requested an increase in the allowable workdays in which to complete the contract. The original workday allowance was 125 days; they are requesting an additional 30 days, for a total of 155 days.

The reason given by the contractors in their request was a large overrun in the amount of excavation in one rock cut on the project. We have analyzed their claim, using daily production records, and have determined that slightly over 30 days were required to remove the additional material from this cut. It is, therefore, recommended that the contractors be granted an additional 30 days as requested.

This matter will be on the agenda for your consideration at the May 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Victor D. Wolfe
F. D. Morgan

CHB:bjh hlb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 3873 Contractor Durbin Bros.

Highway Pauline Secondary

Section East Unit, Post-Camp Creek

Kind of Work Grading and surfacing.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

I recommend the increase of 30 days be granted to compensate for an overrun of 30,000 cubic yards in a difficult rock cut. It actually took more than the 30 days to move this additional material.

Recommended for Approval:

Dean Dunigan
Division Engineer

Fred B Klebe
Construction Engineer or Bridge Engineer

P. L. Tolan
ASSISTANT State Highway Engineer

Contract No. 3873

Project designation S-154 (9)
State-Federal

Date awarded April 4, 1961

Work started March 27, 1961

Per cent completed 83%, Dec. 15, 1961
Date

No. of Workdays Allowed 125

No. of Workdays Used 130

No. of Added Workdays Requested 30

E—320 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 12-13, 19 61

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 155 days, within which to complete our Contract No. 5873, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to overrun in rock cut at station 117 + 50 to 127 + 00

Respectfully submitted,

DURBIN BROS.
Contractor

By Wallace D. Durbin

CONSENT OF SURETY

Date December 13, 19 61

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

TROMP & MCKINLEY AGENCY
BY: Ronald L. Beck
Attorney-in-fact

(SEAL)

Resident Ag

RECEIVED
MAY 3 1962
FORM E-30X—50M—6-61—36682
FOR FILING

5873

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1962

SUBJECT: E. Unit, Post-Camp Creek Section
Contract No. 5873

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

Reference is made to the increased quantities of material excavated between Stations 117 and 127 on this project. The plans called for a total of 38,800 cubic yards to be removed from this cut. Due to difficulties encountered during the excavation the slopes were layed back which, in turn, resulted in overrun in quantities of 37,443.5 cubic yards. As this overrun was entirely in a solid rock cut, it unbalanced the contractor's unclassified unit bid price of 37¢.

Our Chief Cost Analyst has made a thorough investigation and has determined that the cost to the contractor of removing this material amounted to $0.804 per cubic yard. He was paid at his bid rate of 37¢ per cubic yard leaving an unpaid balance of $0.434 per cubic yard for the overrun of 37,443.5 cubic yards. The extension of these figures amounts to a total of $16,250.48.

Please prepare a Price Agreement in this amount and present it to the contractor for his signature. The Price Agreement should contain a statement to the effect that the instrument compromises settlement for any and all claims that might arise in connection with the material excavated from this cut.

We are also processing with our recommendation for approval an extension of 30-days on this contract in connection with this matter.

A copy of Mr. Juve's analysis is attached.

F. D. Morgan
Construction Engineer
By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments
cc: G. S. Paxson
R. L. Porter
L. H. Young

RECEIVED
MAY 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

E. UNIT, POOR-CAMP CREEK

Contract No. 5873

The excavation through this job varied from common material to rough solid rock.

In the original classification most of the rock cuts were estimated to cost $0.70 per cubic yard since they were relatively shallow cuts and drilling and shooting of them was not difficult. However, the cut between stations 117 and 127 was high and it was evident that it would be hard to drill and shoot due to the seamy nature of the rock. This cut was figured at $0.75 per yard. When the slopes were flattened the difficulty in shooting was increased and the cost was increased further.

In the accompanying pictures number one shows the cut prior to carrying of the backslopes beyond the top of the rim and shows the type of rock and one of several pinnocles that had to be moved. Picture number two shows the nature of the rock encountered.

The price of $0.80¢ arrived at in the analysis of the work, is reasonable

Maurice N. Juve

MAURICE N. JUVE
Chief Cost Analyst

4-30-62

EAST UNIT, POST--CAMP CREEK
Contract No. 5873

Copy of Estimator's Classification of Materials on this unit used to establish Unclassified Unit Price prior to Letting of contract.

Sta. 8+51 to Sta. 67. to	78,367 Cu.Yd.		Common at	$0.26		$ 20,375.
Sta. 67. to Sta. 76. to	35,762 " "	40% Common at 60% Int.		.26 .33	=.30	10,729.
Sta. 76. to Sta. 88+50 to	15,376 " "	70% Common at 30% Int.		.26 .33	=.29	4,459.
Sta. 88+50 to Sta. 102 to	40,928 " "	80% Common at 20% Solid		.26 .70	=.35	14,325.
Sta. 108+90 to Sta. 117 to	38,500 " "	100% Solid	at	.75		28,875.
Sta. 127 to Sta. 154+50 to	31,506 " "	100% Solid	at	.70		22,054.
Sta. 175+50 to Sta. 207+30 to	38,968 " "	100% Common	at	.26		10,132.
Sta. 211+50 to	12,521 " "	100% Solid	at	.70		8,765.
Total	291,928 Cu.Yd.					$ 119.714.

$\frac{119,714}{291,928}$ = $0.41 per Cubic Yard

FORM E-30 50M 2-60 26116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1962

SUBJECT: Durbin Brother's Claim
E. Unit, Post-Camp Creek
Contract No. 5873

To: F. D. MORGAN
Construction Engineer
DEPARTMENT

Att: Fred Klaboe

A meeting was held in the cost analyst office on March 1, 1962 to discuss the claim of Durbin Brothers, against the State on the subject project.

The following people were present:

For the Contractor	For the State
Wallace Durbin	Ernie Scrivener
Walter Durbin	Chester Paulsen
	Maurice Juve

This claim has to do with the overrun on excavation in the rock cut between stations 117+50 and 127+00.

Since neither the engineer nor the contractor kept exact records of the time required to move this material, any settlement of this claim will, of necessity, have to be on a compromise basis.

After going over the engineer's diaries and the contractor's diary and payrolls, an agreement was reached as to what was a reasonable amount of time that was spent removing this cut.

Copies of the contractors payrolls and equipment records were made covering this time and the estimated cost of this operation was figured therefrom.

The total cost based on the assumed time amounts to $61,331.19. The final measure shows a total of 76,243.5 cubic yards removed which would be at a cost of $0.804 per yard, which is $0.434 above the bid price of 0.37.

The plans call for a total of 38,800 cubic yards to be removed from this cut so the overrun amounts to 37,443.5 cubic yards.

The contractor is asking for this yardage at the additional cost above bid price or $0.434 per yard for a total amount of $16,250.48.

It is the opinion of this office that the figured cost of $0.804 per yard is a reasonable amount for this type of material.

Maurice M. Juve

MAURICE M. JUVE
Chief Cost Analyst

RECEIVED
OCT 12 1961
FOR FILING
5-4-2

October 11, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the construction of a bench for right of way fence on the East Unit, Post-Camp Creek Section of the Paulina Highway in Crook County, Contract No. 5873, in connection with Federal Aid Project No. S-154(9).

The fill in the area noted reaches the river. It is necessary to construct a bench in the fill on which to place the fence above high water.

This order is submitted as a change in plans. As a revision it is the obligation of the State to reimburse the contractor for the extra work. It has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 28 1961
FOR FILING

July 27, 1961

Mr. C. C. Olk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the scaling of a rock cut on the East Unit, Post-Camp Creek Section of the Paulina Highway in Crook County, Contract No. 5873, in connection with Federal Aid Project No. S-154(9).

This work is necessary to remove danger rocks outside of the planned cross section and rock pinnacles overhanging the cut section. Changes in the backslope have increased the height of the cut.

This order has been verbally recommended for approval by the BPR Area Engineer. The work was not anticipated as a part of the contract.

Very truly yours,

R. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:bb

Enc.

RECEIVED
APR 17 1961
COMMISSIONERS
FOR FILING

MARK McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

2-154 (9)
5873

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

April 14, 1961

Durbin Bros.,
Route 5, Box 1425
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract #5873, awarded April 4, 1961, for grading-oiling-structures on the East Unit of the Post-Camp Creek Section of the Paulina Secondary Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 5 1961
FOR FILING

S-154(9)
5473

April 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 27, 1961, on Contract No. 5873, West Unit, Post-Camp Creek Section, in Crook County, in connection with Federal Aid Project No. S-154(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

F-115(13) N. Unit, Astoria-Camp Rilea 1961
Sec., Oregon Coast Hwy.
#5874 (Grad.) Folder # 2

CIA
2338
&
2336

Q 1738

RR
550
4-5-61

"5874

January 15, 1981

City of Warrenton
City Hall
P.O. Box 250
Warrenton, OR 97141

AGR 4

Attention: Mr. Gilbert G.Gramsen
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 2336

Gentlemen:

Attached for your records is a fully executed copy of an agreement (supplemental) pertaining to the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkm

Att.

bc Don Harwell (agree. att. conf.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50560, L-7855	Gossling, Ruth M.	$ 162,000.00
51065	State of Oregon, by and through its Division of State Lands	700.00
51157	For-Mor Enterprises et al	107,150.00
51466	Cook, Erma C.	31,000.00
	4 Transactions	$ 300,850.00

(2) Supplemental agreement with the City of Warrenton in the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway, State Primary Highway No. 9, which provides the following: As requested by the City, to revoke the existing Pacific Avenue access on the east side of the Oregon Coast Highway at approximately Engineer's Station 133+30 and grant an access to Harbor Street on the west side of the Oregon Coast Highway at Engineer's Station 121+48. The change in accesses is for the convenience of the Port of Astoria and will serve the Clatsop County Airport. (Local Government)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 27 day of December, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 12/19/80

RECEIVED
STATE HWY ENGR
JAN-5'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 16, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Supplemental Agreement
Misc. C & A 2336
N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway No. 9
City of Warrenton

NOTED
H.S.COULTER

Transmitted herewith for your approval are three fully executed copies of a supplemental agreement with the City of Warrenton and a brief summary which may be used for your presentation to the Chairman of the Oregon Transportation Commission.

If satisfactory, please sign all three copies and forward them to Commission Services for further processing.

- SUMMARY -

A supplemental agreement to Misc. C & A No. 2336 between State and the City of Warrenton in the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway, State Primary Highway No. 9, which provides the following:

As requested by the City, to revoke the existing Pacific Avenue access on the east side of the Oregon Coast Highway at approximate Engineer's Station 133+30 and grant an access to Harbor Street on the west side of the Oregon Coast Highway at Engineer's Station 121+48. The change in accesses is for the convenience of the Port of Astoria and will serve the Clatsop County Airport.

CK:pf
Attachment

RECEIVED
STATE HWY ENGR
DEC 16 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1367

SP*75683-125

Ca. 2.1-2
Clatsop

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 2, 1973

AGENDA
JUL 10 1973
2c

Oregon State Highway Commission

J. B. Boyd
Right of Way Engineer

MISC. CONTRACTS and AGREEMENTS No. 3336

Supplemental Throughway Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway No. 9
City of Warrenton

At the July 10 meeting I shall request your confirmation of approval of a supplemental agreement with the City of Warrenton. This agreement removes the closure of a City street platted as Pacific Avenue on the north side of the Warrenton Connection approximately 500 feet west of the Oregon Coast Highway.

It has been determined that this did not impair the safety or utility of this connection and did improve the usefulness of the property.

Telephonic approval of this agreement was obtained from Chairman Jackson on June 1.

JP:HA
CC George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Sund

NOTED
C. W. HEAD

June 1, 1973

Hon. W. H. Holmstrom
State Senator
State Capitol Building
Salem, Oregon 97310

MISC. CONTRACTS AND
AGREEMENTS No. 2536

Dear Senator Holmstrom:

At the request of Mr. Bruce Boyd, Right of Way Engineer, we are attaching a copy of a supplemental agreement with the City of Warrenton covering the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway for your information.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm
Att.

cc J. B. Boyd
H. S. Cox

June 1, 1973

Warrenton City Council
City Hall
Warrenton, Oregon 97141

Attention: Emerson R. Baldwin
City Manager

July 10, 1973
Comm-Meeting

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc J. B. Boyd
H. S. Cox

CCN 21-2
101- Clatsop

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 1, 1973

TO Memo to File

FROM ORIGINAL SIGNED J. B. BOYD
J. B. Boyd
Right of Way Engineer

SUBJECT Agreement to Open Pacific Avenue
Warrenton Connection to the North Unit
Astoria - Camp Rilea Section
Oregon Coast Highway

NOTED F. B. KLABOE

I informed the region office and the district engineer in Astoria that the agreement to open Pacific Avenue on the northerly side of the Warrenton Connection had been signed by the Commission and that they should accept a permit from the developer for the construction of this street connection.

JBB:JP
cc F. B. Klaboe ✓
C. O. Fredrickson
Si Cox
E. Everton

RECEIVED
STATE HWY ENGR
JUN 1 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM E-30 (REV. 10-63)

5871
F-115(13)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 21, 1973

5874

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Supplemental Agreement Draft
N. Unit, Astoria-Camp Rilea Section
Oregon Coast Hwy., No. 9
City of Warrenton

Attached hereto for your consideration is a suggested draft of a supplemental agreement, in letter-form, which was prepared at the request of Mr. J. B. Boyd, Right-of-Way Engineer.

The street in question (Pacific Avenue) was closed by a throughway agreement in 1961, because it had never been improved. The city now wishes to open the street for public use.

Please examine the draft and, if acceptable to you, forward to the Right-of-Way Section for their review, comment and return to this office for preparation in final form.

H. S. Cox
County and City Engineer

By

Mainor

Mainor C. Holmes
Office Engineer

MCH:ljt

Att.

Original w/att to Boyd 2-28-73

NOTED
R. L. SCHROEDER

RECEIVED
FEB 26 1973
County Engineer

RECEIVED
FEB 26 1973

#5874 STATE COPY

Monthly transaction number	FC PR-2A (5- 67) U.S. DEPARTMENT OF COM CE BUREAU OF PUBLIC DS	te
6-192		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
13	(PPM 21-7)	Clatsop
		Project number F-115(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 26, 1962, is hereby modified as follows:

Revised estimated total cost of project $ 1,123,366.54

Revised Federal funds $ 712,536.92

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of June, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klaboe

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

EX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

RECEIVED
JAN 31 1962
FOR FILES

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-26-62

STATE: Oregon

COUNTY: Clatsop

PROJECT NO.: F-115(13)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Hamburg Ave., Astoria to Warrenton
(N. Unit, Astoria-Camp Rilea Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-10-61	2.5
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,092,677.00	$ 688,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASST State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: C. G. Polk
(Division Engineer)

Date executed by Division Engineer January 26, 1962

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

January 24, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Project Agreement signed by a Highway official for the North Unit, Astoria-Camp Rilea Section, Project No. F-115(13).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mmb
Enc.

December 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
447 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit Astoria-Camp Rilea Section, Project No. F-115(13).

We are also forwarding three copies each of construction and easement agreements, file No. 30944 (R.R. File No. 550), with the Spokane, Portland and Seattle Railroad relative to the above project.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. H. Young
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. F-115(13)

NORTH UNIT, ASTORIA-CAMP RILEA SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 6, 1961

Type Code 2010
Roadway (Sta. 3+20 to Sta. 21+62.80) (Sta. 63+62.80 to Sta. 174+76.45) (Contract 5874)

Clearing and Grubbing	All Required (80%)			$ 8,480.00
Drainage Excavation, Unclassified	1,730 cu. yds.	$	3.00	5,190.00
Channel Change Excavation, Unclassified	7,600 cu. yds.		1.50	11,400.00
Selected Granular Backfill Material	1,600 cu. yds.		2.50	4,000.00
Pile Protection	450 lin. ft.		1.50	675.00
Tractor and Grid Roller	230 hours		15.00	3,450.00
General Roadwork	All Required (98.66%)			875,652.78
Finishing Roadbed and Slopes	All Required (80%)			9,600.00
Rounding Cutbanks	980 lin. ft.		0.25	245.00
15-inch Corrugated Metal Pipe, Nested Type	600 lin. ft.		5.50	3,300.00
18-inch Asbestos Protected Corrugated Metal Pipe	610 lin. ft.		5.50	3,355.00
24-inch Asbestos Protected Corrugated Metal Pipe	410 lin. ft.		7.75	3,177.50
36-inch Asbestos Protected Corrugated Metal Pipe	220 lin. ft.		14.75	3,245.00
48-inch Asbestos Protected Corrugated Metal Pipe	110 lin. ft.		21.75	2,392.50
48-inch Concrete Pipe	24 lin. ft.		25.00	600.00
Extra for Pipe Under Pavement	60 lin. ft.		10.00	600.00
6-inch Perforated Rigid Type Drain Pipe	930 lin. ft.		3.00	2,790.00
Special Backfill in Drains	180 cu. yds.		7.50	1,350.00
Type 2 Fence	860 rods		7.00	6,020.00
12' x 48" Metal Gates	5 only		75.00	375.00
14' x 48" Metal Gates	3 only		85.00	255.00
Sprinkling	6,500 M-gals.		0.50	3,250.00
				$ 949,402.78

Flagging (57½% of Contractor's Cost)	All Required		$ 1,300.00
Seeding and Mulching	All Required		540.00
Signing (Temporary)	All Required		400.00
			$ 1,940.00

Work by S.P.&S. R.R. Co.	All Required	$ 42,000.00
	Subtotal	$ 993,342.78
	10% Engr. & Cont.	99,334.22
	Total	$1,092,677.00

Length of Roadway	2.487 Miles
Cost of Roadway Per Mile	$439,355.44

Federal Funds	$ 688,000.00
State Funds	404,677.00
	$1,092,677.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1923; Chap. 529, laws 1939

State Funds for Maint: Chap. 529, law 1939

E. UNIT, ASTORIA-CAMP MILKA SECTION

PROJECT NO. F-115(13)

Estimated cost of work by the S.P.& S. R.R. Company

Smith Point Crossing

Labor	$11,522.00	
Materials	13,156.50	
Equipment	1,855.55	
Overhead	2,924.95	
Salvage Credit	-243.00	Credit
	$29,216.00	

Harrenton Crossing

Labor	$ 3,886.00	
Materials	7,316.80	
Equipment	695.50	
Overhead	1,028.30	
Salvage Credit	-144.00	Credit
	$12,782.00	

Total	$41,998.00
Use	$42,000.00

Oregon State Highway Department

Federal Aid
Project No. F-115(13)

NORTH UNIT, ASTORIA-CAMP RILEA SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 8, 1961

Type Code 0010
Roadway (Sta. 3+00 to Sta. 21+62.80)(Sta. 63+62.80 to Sta. 174+76.45)

Clearing and Grubbing	All Required	(80%)		$ 20,000.00
Drainage Excavation, Unclassified	1,730	cu.yds.	$4.00	6,920.00
Channel Change Excavation, Unclassified	7,600	cu.yds.	1.00	7,600.00
Selected Granular Backfill Material	1,600	cu.yds.	2.50	4,000.00
Pile Protection	450	lin.ft.	2.00	900.00
Tractor and Grid Roller	230	hours	17.50	4,025.00
General Roadwork	All Required	(99%)		851,400.00
Finishing Roadbed and Slopes	All Required	(90%)		3,600.00
Rounding Cutbanks	980	lin.ft.	.20	196.00
15-inch Corrugated Metal Pipe, Nested Type	600	lin.ft.	6.50	3,900.00
18-inch Asbestos Protected Corrugated Metal Pipe	610	lin.ft.	5.75	3,507.50
24-inch Asbestos Protected Corrugated Metal Pipe	410	lin.ft.	8.75	3,587.50
36-inch Asbestos Protected Corrugated Metal Pipe	220	lin.ft.	11.50	2,530.00
48-inch Asbestos Protected Corrugated Metal Pipe	110	lin.ft.	28.00	3,080.00
48-inch Concrete Pipe	24	lin.ft.	15.00	360.00
Extra for Pipe Under Pavement	60	lin.ft.	3.00	180.00
6-inch Perforated Rigid Type Drain Pipe	930	lin.ft.	2.00	1,860.00
Special Backfill in Drains	180	cu.yds.	6.00	1,080.00
Type 2 Fence	860	rods	8.00	6,880.00
12' x 48" Metal Gates	5	only	90.00	450.00
14' x 48" Metal Gates	3	only	100.00	300.00
Sprinkling	6,500	M-gals.	2.00	13,000.00
				$ 939,356.00
Flagging (57½ of Contractor's Cost)	All Required			1,000.00
Seeding and Mulching	All Required			540.00
Signing (Temporary)	All Required			400.00
				1,940.00

Work by S.P. & S. Company		
Construction of Bulkheads at end Trestle Bents	All Required	$ 3,000.00
Protection of Power and Communication Lines	All Required	1,000.00
Watchman and Flagman	All Required	1,500.00
		$ 5,500.00
	Subtotal	$ 946,796.00
	10% Engr. & Cont.	94,679.00
	Total	$1,041,475.00

Length of Roadway . . . . . 2.487 miles
Cost of Roadway per mile $418,767.59

Federal Funds	$ 656,000.00
State Funds	385,475.00
	$1,041,475.00

Oregon State Highway Department

Federal Aid
Project No. F-115(13)

NORTH UNIT, ASTORIA-CANNON BEACH SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 8, 1961

Type Code 0010
Roadway (Sta. 3+00 to Sta. 21+62.80)(Sta. 63+62.80 to Sta. 174+76.45)

Clearing and Grubbing	All Required	(80%)		$ 20,000.00
Drainage Excavation, Unclassified	1,730	cu.yd.	$4.00	6,920.00
Channel Change Excavation, Unclassified	7,600	cu.yd.	1.00	7,600.00
Selected Granular Backfill Material	1,600	cu.yd.	2.50	4,000.00
Pile Protection	450	lin.ft.	2.00	900.00
Tractor and Grid Roller	230	hour	17.50	4,025.00
General Roadwork	All Required	(98.66%)		848,500.00
Finishing Roadbed and Slopes	All Required	(80%)		3,200.00
Rounding Cutbanks	980	lin.ft.	0.20	196.00
15-inch Corrugated Metal Pipe, Nested Type	600	lin.ft.	6.50	3,900.00
18-inch Asbestos-Protected Corrugated Metal Pipe	610	lin.ft.	5.75	3,507.50
24-inch Asbestos-Protected Corrugated Metal Pipe	410	lin.ft.	8.75	3,587.50
36-inch Asbestos-Protected Corrugated Metal Pipe	220	lin.ft.	11.50	2,530.00
48-inch Asbestos-Protected Corrugated Metal Pipe	110	lin.ft.	28.00	3,080.00
48-inch Concrete Pipe	24	lin.ft.	15.00	360.00
Extra for Pipe Under Pavement	60	lin.ft.	3.00	180.00
6-inch Perforated Rigid-Type Drain Pipe	930	lin.ft.	2.00	1,860.00
Special Backfill in Drains	180	cu.yd.	6.00	1,080.00
Type 2 Fence	860	rod	8.00	6,880.00
12' x 48" Metal Gates	5	only	90.00	450.00
14' x 48" Metal Gates	3	only	100.00	300.00
Sprinkling	6,500	M-gal.	2.00	13,000.00
				$936,056.00
Flagging (57½% of Contractor's Cost)	All Required			1,000.00
Seeding and Mulching	All Required			540.00
Signing (Temporary)	All Required			400.00
				$ 1,940.00

Work by SP & S Company

Construction of Bulkheads at end Trestle Bents	All Required			$ 3,000.00
Protection of Power and Communication Lines	All Required			1,000.00
Watchman and Flagman	All Required			1,500.00
				$ 5,500.00

Subtotal	$943,496.00
10% Engr. & Cont.	94,349.00
Total	$1,037,845.00

Length of Roadway - - - - - - - - 2.487 Miles
Cost of Roadway Per Mile- - - - $417,308.00

Federal Funds -	$ 653,000.00
State Funds -	384,845.00
	$1,037,845.00

Note:

1. Clearing and Grubbing prorated on length basis.
2. General Roadwork: Warrenton Connection:

   16,400 Cu.Yd. at $0.70 = $11,480.00 Use $11,500.00

   Balance on F.A. $848,500.00 for Total of $860,000.00
3. Finishing Roadbed and Slopes Prorated on Length Basis.

Oregon State Highway Department

Federal Aid
Project No. F-115(13)

NORTH UNIT, ASTORIA-CAMP RILEA SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 27, 1961

Type Code 0010
Roadway (Sta. 3+00 to Sta. 21+62.80) (Sta. 63+62.80 to Sta. 174+76.45)

Clearing and Grubbing	All Required (80%)		$ 20,000.00
Drainage Excavation, Unclassified	1,730 cu. yd.	$ 4.00	6,920.00
Channel Change Excavation, Unclassified	7,600 cu. yd.	1.00	7,600.00
Selected Granular Backfill Material	1,600 cu. yd.	2.50	4,000.00
Pile Protection	450 lin. ft.	2.00	900.00
Tractor and Grid Roller	230 hours	17.50	4,025.00
General Roadwork	All Required (98.66%)		809,000.00
Finishing Roadbed and Slopes	All Required (80%)		3,200.00
Rounding Cutbanks	980 lin. ft.	0.20	196.00
15-inch Corrugated Metal Pipe, Nested Type	600 lin. ft.	6.50	3,900.00
18-inch Asbestos Protected Corrugated Metal Pipe	610 lin. ft.	5.75	3,507.50
24-inch Asbestos Protected Corrugated Metal Pipe	410 lin. ft.	8.75	3,587.50
36-inch Asbestos Protected Corrugated Metal Pipe	220 lin. ft.	11.50	2,530.00
48-inch Asbestos Protected Corrugated Metal Pipe	110 lin. ft.	28.00	3,080.00
48-inch Concrete Pipe	24 lin. ft.	15.00	360.00
Extra for Pipe Under Pavement	60 lin. ft.	3.00	180.00
6-inch Perforated Rigid Type Drain Pipe	930 lin. ft.	2.00	1,860.00
Special Backfill in Drains	180 cu. yd.	6.00	1,080.00
Type 2 Fence	860 rods	8.00	6,880.00
12' x 48" Metal Gates	5 only	90.00	450.00
14' x 48" Metal Gates	3 only	100.00	300.00
Sprinkling	6,500 M-gal.	2.00	13,000.00
			$896,556.00

Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
Seeding and Mulching	All Required	540.00
Signing (Temporary)	All Required	400.00
		$ 1,940.00

Work by S. P. & S. Company

Construction of Bulkheads at end Trestle Bents	All Required	$ 3,000.00
Protection of Power and Communication Lines	All Required	1,000.00
Watchman and Flagman	All Required	1,500.00
		$ 5,500.00
	Subtotal	$903,996.00
	10% Engr. & Cont.	90,399.00
	Total	$994,395.00

Length of Roadway . . . . . .2.487 Miles
Cost of Roadway Per Mile. . .$399,837.15

Federal Funds	$625,000.00
State Funds	369,395.00
	$994,395.00

Note:

1. Clearing and Grubbing prorated on length basis.

2. General Roadwork: Warrenton Connection-
   16,400 cu. yds. at $0.67 = $10,988.00 use $11,000.00
   Balance on F.A. $809,000.00 for total of $820,000.00

3. Finishing Roadbed and Slopes prorated on length basis.

July 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of Supplemental Order No. 37925 issued by the Public Utility Commissioner under the date of July 11, 1961, relating to the Warrenton grade crossing of the S. P. & S. R. R. on the North Unit, Astoria-Camp Rilea Section, Project No. F-115(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

RNC:jb

July 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of Supplemental Order No. 37829 issued by the Public Utilities Commissioner, under the date of June 1, 1961, relative to the Smith Point Grade Crossing on the North Unit, Astoria-Camp Riles Section, Project F-115(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bm

F-115(13)
5874

CROSS REFERENCE SHEET

Name or Subject | File No.

Regarding Opening & dedication of Youngs Bay Bridge and North Unit, Astoria-Camp Rilea Section of the Oregon Coast Hwy., Saturday, August 29, 1964.

Date 8/18/64

SEE

Name or Subject SEE: U-F-115(14) #6197 | File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

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F 116 (13)
5274

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
August 13, 1964

Pertinent Items re:

ASTORIA-CAMP RILEA SECTION -- US101

1.	Total cost of project	$ 4,250,000
2.	Distance saving (7.44 old vs. 3.32 new)	4.12 mi.
3.	Estimated 1964 ADT on new line	3,500
4.	Annual (1964) saving in vehicle operation costs	$ 263,000/yr.
5.	Annual (1964) savings in vehicle time costs	$ 283,000/yr.
6.	Total Annual (1964) savings to motorists	$ 546,000/yr.
7.	Estimated 1984 ADT on new line	6,000
8.	Average annual saving to motorists over 20-year period	$ 735,500/yr.

9. $735,500 @ 3% for 20 years will amortize initial capital expenditure of $10,950,000; or two and one-half times the actual cost of the project.

NOTED
J. EDWARDS

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NOV 30 1962
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5874

November 30, 1962

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment in the amount of $750.00 will be made to Umpqua River Navigation Co. on contract #5874 for grading on the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,052,005.34, including the post-final payment. Of the total, $2,798.21 is for force account work.

Very truly yours,

Secretary
OREGON STATE HWY. COMMISSION

al
cc:
Umpqua River Navigation Co.
P. O. Box 25
Reedsport, Oregon

United Pacific Ins. Co.
Portland Branch Office
415 SW 10th Ave.
Portland 5, Oregon

C. H. Maison

NOTED ON CARD

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NOV 19 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

November 19, 1962

Oregon State Highway Commission

Gentlemen:

Your confirmation for acceptance of the following contracts as previously submitted is requested:

Contract No. 5874 with Umpqua River Navigation Co. for grading on the North Unit, Astoria, Camp Riles Section of the Oregon Coast Highway in Clatsop County, accepted November 14, 1962.

Contract No. 6130 with Western Paving and Construction Co. for paving on the Waverly Drive-Railroad Overcrossing Section of the Albany-Junction City Highway in Linn County, accepted November 13, 1962.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

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NOV 16 1962
FOR FILING
F 115 (13)

November 13, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed July 21 on Contract 5874. The contract was with Umpqua River Navigation Company and was for grading on the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 14, 1962, and that you concur in this procedure at the Commission meeting on November 20.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

RLP:ajw bbc

RECEIVED
NOV 14 1962
FOR FILING

Salem, Oregon
November 13, 1962

Acceptance of Contract

Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5874 with Umpqua River Navigation Co. for grading on the North Unit, Astoria-Camp Miles Section of the Oregon Coast Highway in Clatsop County, completed July 21, 1962.

L. H. Young
Office Engineer

DBP:lt

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
NOV 13 1962
FOR FILING

File (2)
5874

Salem, Oregon
November 9, 1962

Mr. Ray Asburry
Division Engineer
BUILDING

S. P. & S. Grade Crossings
North Unit, Camp Miles Section
Oregon Coast Highway

In the agreement between the State and the Spokane, Portland and Seattle Railway Company covering both the Smith Point and the Warrenton grade crossings is the following provision:

A. 7. "State shall reimburse Railway for all extraordinary and unusual maintenance in excess of maintenance normally necessary on comparable portions of Railway's track for a period of one year following the completion of the project."

The project as defined in this agreement covers the grading and the paving. The completion of our pavement across these crossings will therefore determine the date upon which this one year maintenace guarantee is based. It should be kept in mind and notice served upon the S. P. & S. at the proper time so that the maintenance period may be definitely established.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. F. B. Kinboe

FORM E-20 50M 8-62 43606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1962

SUBJECT: N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Contract No. 5874

To:
Mr. G. S. Paxson
Deputy State Highway Engineer
D e p a r t m e n t

A few days ago you inquired as to the date the S. P. & S. R. R. Company completed their work in revising their facility at Smith Point due to the construction of the subject project.

According to our records they completed the work on their facility August 20, 1962. As you know, this was the grading portion of this work, with the surfacing to come at a future date. At the time the surfacing work is completed, the Railroad will have to perform additional work on their facility at this location. Also, they may have to do some maintenance work in the meantime.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. F. D. Morgan
Mr. E. J. Hall

NOTED
G. S. PAXSON

RECEIVED
NOV 7 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1962
FOR FILING

September 20, 1962

Umpqua River Navigation Co.,
P. O. Box 25
Reedsport
Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 20, 1962, discussed with the Engineer your request for an extension of time on contract #5876. You requested 15 additional workdays within which to complete the North Unit of the Astoria-Camp Alava Section of the Oregon Coast Highway in Clatsop County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission approved an extension of 3 additional workdays without assessment of liquidated damages, which was sufficient to complete the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dw

cc: J. D. Walker
E. J. Hall
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

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AUG 31 1962
FOR FILING

5874

August 24, 1962

Oregon State Highway Commission

Contract No. 5874

Gentlemen:

Request for Extension of Time
No. 1
September 20 Meeting

The contractor, Umpqua River Navigation Company, has requested an extension of time without the imposition of liquidated damages on the North Unit of the Astoria-Camp Miles Section. This request is based on the fact that there was an eight to nine per cent overrun on the amount of work to be performed. The contractor requested 15 days but was able to complete the work with the addition of three days.

15 days' liquidated

It is recommended that the time be extended three days, which will prevent the assessment of any liquidated damages. The Bureau of Public Roads concurs in this recommendation.

The matter will be on the agenda for the September 20 Commission meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan

RLP:ajw hlb

RECEIVED
JUL 12 1962
FOR FILING

5874

#1

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5874 Contractor Umpqua River Navigation Co.

Highway Oregon Coast

Section N. Unit, Astoria-Camp Rilea

Kind of Work Grading

Sept 20, 1962 from Floyd Ouerst

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Several unanticipated items of extra work were added to the contract, which did materially delay the contractor and prevent him from continuing his normal amount of work on the contract items. The roadbed item of riprap was increased by approximately 105%, which required about 14 working days to complete. They were also required to excavate, and backfill with sand, approximately 1,500 cubic yards of unsuitable material, which required about two days to complete; plus the stockpiling of approximately 1,000 cubic yards of quarry run rock for railroad ballast which required about one day to complete, for approximately a total of 17 working days spent on extra work. I recommend that the contractor's request for ~~an additional 15 days be granted without penalty.~~ additional time be granted without penalty. The contractor needs only 3 additional days so it is recommended that his request be

Recommended for Approval: revised to 3 days

L V Moulton
Division Engineer

F B Klaboe
Asst
Construction Engineer or Bridge Engineer

R H Fite
State Highway Engineer

Contract No.	5874
Project designation	F-115 (13) State-Federal
Date awarded	April 6, 1961
Work started	June 5, 1961
Per cent completed	July 13, 1962 99% Date
No. of Workdays Allowed	200
No. of Workdays Used	198 (July 13, 1962)
No. of Added Workdays Requested	15

State Printing 27000

E- 320 (Rev.)—5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 7-13, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 215 days, within which to complete our Contract No. 5874, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Added Extra Work in The Amount of 8.78 %
Which required Approximately 17½ days
To Complete

Respectfully submitted,

Umpqua River Navigation Co.
Contractor

By John R Schaefer

CONSENT OF SURETY

Date July 13, 1962

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

A. G. Mansfield
Attorney-in-fact

A. G. Mansfield (SEAL)

Mansfield & Co.

By A. G. Mansfield
Resident Agent

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 14, 1962

T. Dec

FROM : T. Dec, Assistant Division Engineer
08-35.8-DB Salem, Oregon

SUBJECT: Oregon Project F-115(13)
North Unit, Astoria-Camp Rilea Section
of the Oregon Coast Highway
Request for Time Extension

Reference is made to Mr. Porter's letter of August 2, 1962 requesting our concurrence in a time extension of three days for subject project.

We agree with the findings set forth in Mr. Porter's letter and hereby concur in the request to increase the number of work days from 200 to 203. This will alleviate any assessment of liquidated damages on the project.

RECEIVED
AUG 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report FA. # F-115(13)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10, 1962

Section North Unit, Astoria - Camp Rilea

Highway Oregon Coast County Clatsop

Contractor Umpqua River Navigation Co.

Date of contract April 6, 1961

Date work started June 5, 1961

Project authorization $1,110,721.95

Exclusive of engineering $1,031,737.28

Kind of work Grading

Section prefix 4-1090

Contract number 5874

Specified work days 200

Work days used 203

Per cent of time elapsed 101.5 %

Estimated cost of completed project, exclusive of engineering $1,068,671.15

Estimated per cent overrun ~~or underrun~~ . . . . . 1.0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 78,984.67

Engineering cost to date $ 52,400.00, 66 %

Date project was completed July 21, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Tuesday.

FINAL REPORT

NOTED
R. L. PORTER

NOTED

AUG 13 1962

NOTED
E. L. PAULSEN

Signed [signature] Resident Engineer

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.98				
Miles partially completed					
Miles completed	2.98				
Total estimated quantities (contract)	476,000 C.Y.				
Total quantities corrected to date	500,000 C.Y.				
Estimated quantities moved or placed to date	500,000 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
AUG 5 1962
FOR FILING

F 115 (13)
5874

August 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Extension of Time
North Unit, Astoria-Camp
Ellen Section
Oregon Coast Highway
Project F-115(13)

Dear Sir:

We have received a request from the Umpqua River Navigation Company, contractor on this project, for an increase from 200 workdays to 215 workdays. This request is based on the fact that the amount of work increased by some 3 or 9 percent.

The amount of riprap on the project was increased by 28,000 cubic yards, which required 14 workdays at the contractor's placement rate of 2,000 cubic yards per day. Also an unstable area had to be excavated and backfilled which required 2 days. The contractor was required to stockpile about 1,000 cubic yards of material for use by the railroad company; this required one day. Thus, a total of 17 days can be justified.

However, the project was completed and accepted on July 26 with only 203 workdays used. Thus, the contractor needs only 3 additional workdays.

We recommend that the contractor be granted the 3 days, which will eliminate liquidated damages on the project.

Your concurrence in this recommendation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

CHB:fp:ajw

cc Forrest Cooper
F. D. Morgan

FORM E 30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1962

SUBJECT: Contractor's Request for Time Extension
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Contract No. 5874

To:
Mr. R. L. Porter
Assistant State Highway Engineer
B U I L D I N G

Attached is a Contractor's Request for Increase in Number of Workdays in which to Complete Construction Contract submitted by the Umpqua River Navigation Company, contractor on this project. The contractor requests an additional 15 days due to overrun of contract quantities and extra work on the project.

The riprap needed on the project was increased by about 28,000 cubic yards, and, at the rate of 2,000 cubic yards per day, required an additional 14 work days. Also, the contractor was required to remove material from an unstable area; this required about 2 days. And, the contractor was required to stockpile quarry run rock for use by the railroad -- this required 1 day. Thus, a total of 17 days can be justified.

However, the project was accepted as completed on a final inspection made on July 26, at which time only 203 days had been charged. The original allowed time was 200 days, so only 3 additional days are required.

It is therefore recommended that the contractor be allowed an increase from 200 days to 203 days.

Rough drafts to the Bureau of Public Roads and to the Commissi on are attached. This has been discussed with and verbally approved by the Area Engineer for the Bureau of Public Roads.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:fp
Attach.

RECEIVED
AUG 1 1962

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 1, 1962

WLC
5874

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-115(13)
Astoria-Camp Rilea, North Unit
Final Inspection

Reference is made to Mr. L. H. Young's letter of July 27, 1962, advising this office of completion of contract work on subject project.

A final inspection was made by a representative of this office on July 27, 1962, in company with Mr. R. A. Asburry and Mr. E. J. Hall of your department. All contract work within the project limits was accepted as of that date. However, final acceptance of the overall project cannot be made until the following conditions are fulfilled:

1. Satisfactory evidence that the contractor has restored the County road, over which the selected sand subgrade material was hauled from the Warrenton dump sand pit, to the satisfaction of Clatsop County per terms of the contract.

2. Satisfactory completion of seeding and mulching work by State Forces.

3. Receipt of certification that all materials incorporated in subject project have been tested and met pertinent specification requirements. Also, that record sampling has been performed on pertinent project items and that the results thereof are in substantial conformity with contract requirements and are representative of the materials actually incorporated in the project.

original To Young
8-2-62

RECEIVED
JUL 27 1962
FOR FILING
5874

July 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 21, 1962, on Contract No. 5874, North Unit, Astoria-Camp Rilea Section, in Clatsop County, in connection with Federal-aid Project No. F-115(13).

Please advise us by letter of the date on which this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
cc: H. S. Cox

RECEIVED
JUN 13 1962
FOR FILING

COMMISSIONERS
GLENN P. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5274

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 12, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Cost Justification (Riprap)
N. Unit, Astoria-Camp Rilea
Oregon Coast Highway

Dear Mr. Polk:

As you requested in your letter of May 22, 1962 we submit to you the attached revised cost justification on the riprap which is to be placed under Price Agreement #5 on this project.

This revised justification reflects the changes in cost due to a change in the location of the source of the riprap.

Very truly yours,

F. D. Morgan
Construction Engineer

by

F. B. Klaboe
Ass't Construction Engineer

CHB:db
Attach.

cc: R. L. Porter

RECEIVED
JUN 13 1962
NOTED
R. L. PORTER

RECEIVED
MAY 1 1962
FOR FILING

FORM CD-121
10-22-691

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 22, 1962

FILE: 174

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
Acting Division Engineer

SUBJECT: Oregon Project F-115(13)
Astoria-Camp Rilea, North Unit
Supporting Analysis for Price Agreement No. 5 & Supplemental

A recent field inspection of subject project by this office revealed that the contractor is obtaining rip rap material, for Price Agreement No. 5 and Price Agreement No. 5 (supplemental), from a source different from that used by your Cost Analyst to support the agreed unit price. The new quarry source is considerably closer and lends itself to a less expensive barge loading operation.

In view of the above, please furnish this office with a new supporting analysis based on the contractor's current operation.

copies To:
Morgan
Young
5-24-62

RECEIVED
MAY 23 1962
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
APR 27 1962
FOR FILING
F-11 (1)
5714

Salem, Oregon
April 26, 1962

Mr. L. H. Young
Office Engineer
BUILDING

Herewith copy of a letter from the BPR concerning reimbursement of work done by the S.P. & S. Railway at the Smith Point grade crossing on the Smith Point-Camp Rilea Section of US101. This refers to previous correspondence with the S.P. & S. and the BPR under date of April 19. You have copies of the correspondence.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. R. L. Porter

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 24, 1962

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project F-115(13)
N. Unit, Astoria-Camp Rilea Section
S.P.S. Railroad Work

Reference is made to Mr. Paxson's letter of April 19, 1962 concerning reimbursable railroad work on subject project.

This office approved the reimbursable railroad work on April 10, 1961 as evidenced by the March 24, 1961 agreement between the State of Oregon and the Spokane, Portland and Seattle Railway Company. This agreement called for the railroad work to be accomplished in two stages and the P. S. and E. assembly was approved accordingly.

The project agreement estimate, dated December 6, 1961, was submitted for our approval on December 7, 1961. This estimate included both stages of railroad work and was inadvertently approved by this office on January 19, 1962. Therefore, no further action is required by this office since the work referred to in Mr. Paxson's letter has already been approved.

In order not to delay payment of the final voucher for subject project, it may be advisable to withdraw the railroad funds from this project that are to be used on the subsequent paving project. This may be accomplished at the final voucher stage.

If you desire reimbursement for the railroad work by projects, rather than a single billing for all work under the March 24 agreement, the railroad company should be advised to segregate the costs on their records for the remaining railroad work to be accomplished under the subsequent paving project. This will provide a clear delineation between costs attributable to each project.

RECEIVED
APR 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

April 24, 1962

Mr. H. F. May, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. May:

Reference is made to your letter of April 23 concerning the embankment under your tracks at the Smith Point grade crossing on the Astoria-Camp Miles Section.

You are correct in your interpretation. We only intend that the quarry run rock will be used up to one and one half feet below top of rail and that you will complete the work with ballast, in accordance with our agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms Mr. Forrest Cooper
cc Mr. R. L. Porter
Mr. J. D. Walker

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 23, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem10, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

This is in reference to your letter of April 19, 1962, concerning our request to go ahead with Stage II and pull our Bridge A-102-6 in the vicinity of the grade crossing on the Astoria-Camp Rilea Section, grading project.

The terms of your letter are agreeable except that we do want to clarify your fourth paragraph wherein you state that you want to substitute quarry run rock for crushed rock or gravel. We assume you are talking about this substitution for the toping which is one and a half feet below top of rail and not the actual ballast section. If this is what you meant then we are in agreement, and we will furnish the ballast above the subgrade level for the track section.

As to the question raised in the last paragraph of your letter about any changes in the amount of money set up under our agreement, we can see no reason why this estimate should have to be changed due to our proceeding immediately with Stage II work.

Very truly yours

H F Moy

Chief Engineer

DDT-o

RECEIVED
APR 30 1962
FOR FILING
5414

April 19, 1962

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

Reference is made to your letter of April 13, to Mr. Ivan Merchant, Bridge Engineer, in which you request authority to proceed with Stage II revisions to your facility under the existing North Unit, Astoria-Camp Miles Section, grading project.

We are informed that a conference was held between members of your organization and Mr. Ed. Hall, Resident Engineer for our project, at the site on April 18. At this meeting, the railroad company requested the Highway Department to stockpile sufficient rock materials adjacent to its facility to bring the grade up underneath the tracks to the elevation upon which the ballast would be placed. Our Resident Engineer informs us that this rock material will approximate 1,000 cubic yards.

We understand that your plan would be to remove all the stringers, ties, caps and rail at one time and to place the rock material stockpiled by us in a continuous operation. Immediately following the placement of this rock material, you would place your ballast and reactivate the track facility itself.

As you know, the agreement for this work executed between the railroad company and the State Highway Department specifies that this work be done in the second stage of construction using crushed rock or gravel. As it is agreed between the State and the Railroad that the work should be done immediately, rather than waiting for the second stage and, further, that the Highway Department has no crushed rock or gravel available, we request your approval of a variance to the aforementioned agreement allowing the substitution of quarry run rock materials for the crushed rock or gravel stipulated.

If the terms of this letter are agreeable to you; please advise and we will, after consulting with the Bureau of Public Roads, authorize the change in construction procedure.

Please advise also whether or not there will be any anticipated change in the amount of money set up under our agreement for the reimbursable portions of the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Pearson
Deputy State Highway Engineer

cc Mr. C. G. Polk
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. I. D. Merchant
Mr. L. H. Young
Mr. J. D. Walker
Mr. E. G. Hall

FBK:bjh ms

If the terms of this letter are agreeable to you, please advise and we will, after consulting with the Bureau of Public Roads, authorize the change in construction procedure.

Please advise also whether or not there will be any anticipated change in the amount of money set up under our agreement for the reimbursable portions of the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Pearson
Deputy State Highway Engineer

cc Mr. C. H. Polk
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. I. D. Merchant
Mr. L. H. Young
Mr. J. D. Walker
Mr. E. G. Hall

FBK:bjh ms

April 19, 1962

Mr. C. S. Polk, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Railroad Work
N. Unit, Astoria-Camp Miles Section
Project No. F-115(13)

A grade crossing of the Spokane, Portland and Seattle Railway Company facilities near Station 18+70.51 is proposed on this project. Originally, the work involved with the crossing was to be performed under two contracts. Under this contract, the fill was to be brought up the trestle to an elevation several feet below the track grade. Under the next contract, it was planned to remove the stringers and track installation and to complete the fill, construct railroad ballast, and re-lay the tracks.

The fill work done in connection with this railroad trestle has caused the trestle to continually settle. As a result, the railroad company must shim up its tracks, a costly and time-consuming operation. At the request of the railroad company, it is now planned to do the work set up for the second contract on this first contract in order to eliminate the costly maintenance being performed by the railroad company.

The estimate for the initial Stage I construction was $3,000, and the estimate for the Stage II construction to be performed under a future contract amounted to $9,723.

We understand that all reimbursable railroad costs for both stages of construction are covered under approved programs and that this shift in work from Stage II to Stage I will not affect the federal co-operation. If this is not the case, we request your approval of increasing the amount set up in this contract, $9,723, to a new total of $12,723 and authority to proceed with the revised plan immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
G. S. Paxson
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. R. L. Porter
FBK:bjh ms Mr. F. D. Morgan
Mr. L. H. Young
Mr. J. D. Walker
Mr. E. C. Hall
Mr. I. D. Merchant

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 19, 1962
Salem, Oregon

SUBJECT: Railroad Work
N. Unit, Astoria-Camp Rilea Section
Project No. F-115(13)

To: Mr. G. S. Paxson
Deputy State Highway Engineer

O F F I C E

Enclosed herewith are rough drafts of letters to the Bureau of Public Roads and Mr. H. F. Moy of the Spokane, Portland & Seattle Railway Company, concerning a proposal to combine stage one and stage two of the railroad revision work on this project.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

April 13, 1962

Mr. Ivan Merchant
Bridge Engineer
State of Oregon
Highway Department
Salem, Oregon

Dear Sir:

This is in reference to the grade crossing now being constructed by the Umpqua River Navigation Company on our Bridge A-102-6 located at Smith Point.

In the process of filling this bridge, the additional weight of the fill material has caused some considerable pulling down on our piling and also forced the bridge out of alignment. The piling that have been pulled down have to be constantly shimmed in order to keep the bridge in relative surface. Originally we figured on letting the bridge sit for a year or so before pulling it. We now believe that it would be best for all concerned and also for the safety of operations of trains to pull this bridge in the near future.

It is much easier to keep track level and in alignment on a ballast section than to try to keep a bridge in alignment and surface by the use of shims. The added compaction of the crossing area should help stabilize the crossing area during the time period between the present

contract and the final contract which would also be to our advantage.

Since this is a change in our original plans we would like to have your comments on the proposal or approval of this matter as soon as possible.

Very truly yours.

H. J. Moy

Chief Engineer

DDT-o

cc-Mr. E. J. Hall, Resident Engr.
Oregon State Highway Dept.
Astoria, Oregon

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 1 PM
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RECEIVED
MAR 20 1962
FOR FILING

FORM E-30 50M 3-61 34387

7-11-2 (1)

2-9-14

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1962

SUBJECT: Pux 366 and Pux 367
S.P. & S. Rwy. Co.
Warrenton and Smith Point G-Xings
Clatsop County

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Herewith is attached a conformed copy of the executed agreement with Southern Pacific Company relative to the above-titled matters.

Distribution of conformed copies has been made as indicated below.

J. N. HERSHBERGER
Staff Attorney

JNH:bjk
Attachment

cc: Frank Morgan (2)
J. D. Walker (2)
J. W. Nash (3)
I. A. DeFrance (2)
F. B. Crandall
Earl Saling
C. H. Maison

RECEIVED
MAR 16 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
FEB 21 1962
FOR FILING

F-115(13)
C.Y.J.

February 20, 1962

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering cleaning sand from ditch and culvert on the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Contract No. 5874, in connection with Federal Aid Project No. F-115(13).

The construction plans provide for the subgrade to be topped with 18 inches of select sand. Sand has washed into the drain ditch and culverts to make them inoperative. The ditch is higher than the adjacent property and the overflow is flooding off of the right of way onto this property. The ditch and culverts were constructed last fall.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
DEC 5 1961
FOR FILING

5874

December 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering extra clearing on the North Unit, Astoria-Camp Miles Section of the Oregon Coast Highway in Clatsop County, Contract No. 5874, in connection with Federal Aid Project No. F-115(13).

The agreement with the City of Astoria stipulates that a strip of 25 feet minimum be cleared back of the cut slope in the borrow area.

This is outside of the normal clearing limits and is not covered in the Specifications for the project. The work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. N. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT 24 1961
FOR FILING

October 23, 1961

Mr. ... ... Brooker, Controller
Spokane, Portland & Seattle Railway Company
1001 S.W. Fourth Street
Portland 7, Oregon

Dear Sir:

Reference is made to your letter of October 13 requesting names and addresses of resident engineers assigned to construction projects affecting your railroad.

The highway grade crossings on the Smith Point-Warrenton Section of US101 in Clatsop County will be supervised by Mr. E. J. Hall, whose address is Box 343, Astoria, Oregon.

The relocation of the Lower Columbia River Highway, US30, between Clatskanie and Westport will also be supervised by Mr. Hall.

The highway overcrossing of the Oregon Trunk tracks on the Yale Avenue-Third Street Section in Bend will be supervised by Mr. R. H. Clark, whose address is State Highway Department, Bend, Oregon.

These supervising engineers should be contacted concerning any billing for reimbursable railroad costs on the above projects. In connection with the Yale Avenue-Third Street Section in Bend, the present contract only includes the grading of the highway. The overcrossing structure will be in a later contract and possibly supervised by some other resident engineer.

In your letter you refer to these projects as being federal interstate highways. None of the above is on the interstate system and should be referred to as federal-aid highway projects. The requirements of PR 30-3 apply equally to federal-aid and interstate projects.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. H. Pearson
Assistant State Highway Engineer

CHPaas

cc to: Mr. W. C. Williams, Mr. Dean Swift, Mr. J. D. Walker,
Mr. E. J. Hall, Mr. R. H. Clark

FORM 1964

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY

ACCOUNTING DEPARTMENT

1101 N. W. HOYT STREET. PORTLAND 7, OREGON

C. E. BROEDER
COMPTROLLER

H. L. KENDALL
AUDITOR DISBURSEMENTS

F. G. BURGARD
AUDITOR REVENUE ACCOUNTS

L. F. LAWSON
AUDITOR MISCELLANEOUS ACCOUNTS

G. C. GRAHAM
AUDITOR MACHINE SECTION

October 18, 1961

FILE NO DA-808-TM B-1464

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

Reference is made to the following construction agreements made between the State of Oregon and the Spokane, Portland and Seattle Railway Company System Lines:

Highway Grade crossings, Smith Point-Warrenton, dated 3/24/61.
Relocation of Highway No. 30, Clatskanie-Westport, dated 7/5/61.
Highway overcrossing, Yale Avenue-3rd Street, Bend, dated 9/15/61.

Since all the above projects are being built in the interests of the Federal Interstate Highway Program, it is necessary that the billing for our cost reimbursable expenses in connection therewith be handled in conformity with the provisions of Bureau of Public Roads Policy and Procedure Memorandum 30-3 and amendments thereto.

Therefore, it will be necessary that all labor, material and equipment reports covering work done on the above projects by our forces be submitted for approval by your Resident Engineer or other authorized representative in direct charge of the work at the job site.

In order to accomplish this, we will need the names and mailing addresses of such persons on each of the above projects and I shall be pleased if you will furnish these at your early convenience.

Yours truly,

C. E. Broeder

Comptroller

RECEIVED
OCT 19 1961
OREGON
STATE HIGHWAY COMMISSION

TH-w

cc - Mr. H. F. Moy
Chief Engineer

NOTED
G. S. PAXSON

RECEIVED
OCT 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 1961
FOR FILING

October 4, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering fencing below normal fence in gullies, etc., on the North Unit, Astoria-Camp Riles Section of the Oregon Coast Highway in Clatsop County, Contract No. 5874, in connection with Federal Aid Project No. F-115(13).

This work is necessary to prevent access of stock, etc., in gullies and ditches where it is not possible to install normal fencing.

The Warrenton connection, nonparticipating portion of the project, is estimated as 21.05% or $52.63. Actual costs are to be determined in the field.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
OCT 5 1961
FOR FILING

Salem, Oregon
October 3, 1961

Order for Extra Work No. 2
North Unit, Astoria-Camp Rilea
Clatsop County, Contract No. 5874

S. J. Hall
Resident Highway Engineer
P.O. Box 543
Astoria, Oregon

Reference is made to the subject Order for Extra Work, with particular note to the Warrenton Connection.

The four fence panels to be constructed at the Warrenton Connection are outside of Federal participation. It is necessary that the costs of these four panels must be shown separately on the contractor's work bills. If this is not done, we may lose participation on the entire amount.

R. L. Porter
Office Engineer

RLP:bm

cc: Tom Edwards
J. D. Walker

RECEIVED
OCT 3 1961
FOR FILES
(12)
5874

477 Cottage Street, N.E.
Salem, Oregon

October 2, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

By:
M. E. Martin
Acting Division Engineer

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project F-115(12)
North Unit, Astoria-Camp Rilea
Total Cost $450.00 - Federal Participation $270.00

Reference is made to your letter dated September 25, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Orig Signed

NOTED
[illegible]

RECEIVED
SEP 25 1961
FOR FILING
F-11(.2)
5974

September 25, 1961

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Crossing of Youngs Bay by
US101 south of Astoria

Dear Sir:

This is to confirm advice given you by telephone September 20 that the contractor planned to begin work on the embankment approaches for the Youngs Bay Bridge over Youngs Bay on September 21.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc Mr. W. C. Williams

FORM E-20X—50M—6-61—36662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 20, 1961

To: Memo to the Files

SUBJECT: Astoria-Camp Rilea Section
Oregon Coast Highway
Contract No. 5874

The U. S. Army Engineers in Portland were contacted by telephone this date and advised that our contractor, Umpqua River Navigation Company, plans to begin operations on fills across Youngs Bay on the Astoria-Camp Rilea project tomorrow, September 21.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. G. S. Paxson
Mr. Tom Edwards

NOTED
G. S. PAXSON

RECEIVED
SEP 20 1961
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1961
FOR FILING

September 25, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 22h-238, covering seeding and mulching on the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Contract No. 5874, in connection with Federal Aid Project No. F-115(13).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $450.00, with Federal participation of $270.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RECEIVED
SEP 7 1961
FOR FILING

September 6, 1961

Mr. C. C. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 284, covering flagging by the railroad company on the North Unit, Astoria-Camp Miles Section of the Oregon Coast Highway in Clatsop County, Contract No. 5874, in connection with Federal Aid Project No. F-115(13).

In accordance with the special provisions of the contract and agreement with the railroad, the State is to bear the cost of flagging for protection of the railroad. This work will be done by the railroad. Approval has been verbally recommended by the B.P.R. Highway Engineer.

The total estimated amount of the order is $1,500.00 with Federal participation of $900.00.

Your approval of this order under the provisions of PPM 30-3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBP:cr

RECEIVED
SEP 7 1961
FOR FILING

September 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 College St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 285, covering railroad trestle bent reconstruction on the North Unit, Astoria-Cape Nilon Section of the Oregon Coast Highway in Clatsop County, Contract No. 1974, in connection with Federal Aid Project No. F-115(13).

Construction of a portion of the highway embankment requires revision of the railroad trestle. Revision of the trestle and reimbursement for the work is in accordance with the agreement with the Railroad and Special Provisions of the contract. The order has been verbally recommended for approval by the BPR Highway Engineer.

The total estimated amount of the order is $3,000.00 with Federal participation of $2,400.00.

Your approval of the order under the provisions of PPM 30-3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RLP:hm

RECEIVED
SEP 7 1961
FOR FILING

5
2 Y 14

September 6, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 284 covering protection work by the Spokane, Portland & Seattle Railroad Company on the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Contract No. 5874, in connection with Federal Aid Project No. F-115(13).

In accordance with the agreement with the Railroad the State is to make reimbursement for protection of railroad facilities. This order covers labor and materials required for such protection. It has been verbally recommended for approval by the BPR Highway Engineer. Labor and materials are to be furnished by the Railroad.

The total estimated amount of the order is $1,000.00 with Federal participation of $500.00.

Your approval of the order under the provisions of PPM 30-3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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SEP 6 1961
FOR FILING
File 1
5974

STATE OF OREGON
DEPARTMENT OF FINANCE AND ADMINISTRATION
SERVICES DIVISION
SALEM

August 25, 1961

Mr. Forrest Cooper
Department Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

The Department of Finance and Administration will transfer to you a 16-foot boat and trailer to Astoria at a reasonable cost in accordance with instructions issued by Mr. Lee Bown, Deputy Superintendent, Department of State Police.

If there is a 10-horsepower motor on the boat, we will also make that available to you at a reasonable cost. However, if no outboard motor is available, we will have several in storage in Salem from which you can make your choice.

Sincerely,

STATE PROPERTY CONTROL UNIT

Bill Reagan
W. L. Reagan, Coordinator

WLR/jc

Copies to:
Howard Walker

NOTED
FORREST COOPER

RECEIVED
AUG 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUG 21 1961
FOR FILING
5474

STATE OF OREGON
DEPARTMENT OF STATE POLICE
HEADQUARTERS
SALEM

August 22, 1961

Oregon State Highway Department
Highway Building
Salem, Oregon

ATTENTION: Mr. Forrest Cooper

Dear Sir:

Your request of August 15th for transfer of 16' rowboat and trailer at Astoria has been referred to the Department of Finance and Administration, Property Control Unit for appropriate attention.

We have released several 10 HP outboard motors which may be procured by contacting the Property Control Unit.

Yours very truly,

H. G. MAISON, SUPERINTENDENT

By Keith B. Ball

Keith B. Ball, Director
Fiscal Accounts & Property

KBB:dl
Copy to
Department of Finance and Administration

RECEIVED
AUG 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1961
FOR FILING

F-11-51
5874

August 15, 1961

Department of State Police
107 Public Service Building
Salem, Oregon

Attention: Mr. Lee M. Bown
Deputy Superintendent

Gentlemen:

Request is made for the transfer or purchase of a 16-feet boat and trailer located at Astoria together with a 10-horsepower motor which we understand is available by your Department. This boat and motor are to be used by engineering forces during construction of the Astoria-Camp Rilea Section of the Oregon Coast Highway.

Your cooperation and interest in this matter are very much appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

JDW:am fn

FORM E-20 SOM 9-61 84307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1961

SUBJECT: Transfer of Small Boat
From State Police to Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

We are in need of an additional boat at Astoria in connection with the construction of the Astoria-Camp Rilea job. The State Police have one available and, in discussions with Mr. Walker, have indicated that they would transfer the same to us upon the receipt of a formal request. We are presently using this boat.

Attached is a suggested rough draft to the State Police requesting the transfer; also a letter from Mr. Walker setting forth more fully the information and background.

It is recommended that we take advantage of this offer.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

APPROVED
Construction Engineer

NOTED
FORREST COOPER

RECEIVED
AUG 11 AM
STATE HIGHWAY ENGINEER

FORM E-30 50M 3-61 34807

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1961

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

Attention: Mr. L. H. Young

We are in need of a small boat and motor for use of the engineering party on the Astoria-Camp Rilea Section and on the Columbia River Bridge Section. This in addition to the larger vessel, "The Westwind", which we are already using.

The State Police have a boat, motor and trailer available which fill our needs exactly and which we understand can be obtained for a very nominal sum or direct transfer. I am inclosing a rough draft of a suggested letter to Deputy Superintendent Lee Bown. Mr. Bown advises that upon receipt of this letter he will make immediate arrangements to transfer the boat.

J. D. Walker
Division Engineer

JDW:AM

RECEIVED
JUL 13 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1961

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

SUBJECT: Pux 366 - Warrenton G-Xing
S.P. & S. R.R. Co.
Clatsop County

Attached hereto is a copy of Supplemental Order No. 37925 issued by the Public Utility Commissioner under date of July 11, 1961.

We filed a petition in this matter to modify the original order because of the addition of truck stopping lanes. In this construction change we asked that the original order providing for two Standard No. 2 flashing light signals be modified, and that two Standard No. 2-B signals equipped with gongs and with flashing light signals mounted on the mast be provided.

The order is in conformity with the petition of the Highway Commission.

GLEN V. SORENSEN
Staff Attorney

G_VS:ks - attach.
cc: Tom Edwards (2)
I. A. DeFrance (2)
J. D. Walker (2)
J. W. Nash (3)
F. B. Crandall
H. B. Simpson

NOTED

RECEIVED
JUL 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER NO. 37925

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-131

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, known as the WARRENTON GRADE CROSSING project in the West half ($W\frac{1}{2}$) of Section 23, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon.	SUPPLEMENTAL ORDER

On January 25, 1961, Commissioner's Order No. 37639 was entered in the above entitled matter, granting the petition of the State of Oregon, by and through its State Highway Commission, for permission to construct a highway crossing at grade with the tracks of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, in the vicinity of Warrenton, Clatsop County, Oregon, under terms and conditions specified therein. The aforesaid crossing was designated as Crossing No. 5A-104.30 in the Commissioner's Catalog of Railroad Crossings in the state of Oregon.

On March 7, 1961, the State of Oregon, by and through its State Highway Commission, again filed a petition with the Commissioner alleging in substance that since the filing of its original petition and the entering of the Commissioner's order thereon, Petitioner has determined that the width of the subject crossing should be increased sufficiently to permit the construction of a ten foot wide stopping lane on each side of the crossing; and that the construction thereof will make necessary the installation, at appropriate locations on each side of the crossing, of Commissioner's Standard No. 2-B Automatic Flashing Light Signals, instead of the Standard No. 2

Flashing Light Signals equipped with gongs, as provided for in Order No. 37639.

Attached to and made a part of the within petition is Drawing No. 8B-17-21B bearing a revision date of March 2, 1961, which shows the details of the proposed construction.

Petitioner prays an order of the Commissioner, modifying Order No. 37639 to the extent necessary to authorize the construction of the crossing and to direct the installation of warning signals in accordance with the within petition.

Notices of the petition and copies thereof were duly served upon Respondent and the County Court of Clatsop County. Respondent timely filed its Answer, indicating it had no objection to the petition, nor to the entry of an order pursuant thereto. Clatsop County acknowledged receipt of notice, but no answer was filed.

Due and careful consideration has been given to the within petition and based upon the Commissioner's records and files it is found that:

Commissioner's Order No. 37639, beginning at the last paragraph on page 7, provides in part as follows:

> "ORDERED that the construction shall be done...in conformity as to location as corrected herein, elevation, angles of intersection and grades, as shown on the plan and profile submitted with the application and by reference made a part thereof."

The plan and profile therein referred to is shown on an unnumbered drawing entitled "OREGON STATE HIGHWAY DEPARTMENT-S.P.& S. RAILROAD CROSSING, ASTORIA-CAMP RILEA SECTION, OREGON COAST HIGHWAY", marked Exhibit A and dated February, 1960. The drawing submitted with and made a part of the within petition is the same drawing revised as of March 2, 1961, and is identical with the original as to the showing of location, elevation, angles of intersection and grades. In

addition thereto, the drawing shows the details of the proposed stopping lanes. They will be 10 feet in width on both sides of the highway for a distance of approximately 70 feet on each side of the center line of the railroad track, from which points, through a 20 to 1 taper, they will gradually become narrower in width until their center lines converge with the center lines of the traffic lane at points approximately 300 feet from the center of the track. These stopping lanes will permit vehicles which are required to stop at the crossing to decelerate and stop at the side of the regularly traveled portion of the highway without interfering with the flow of traffic which is not required to stop.

Commissioner's Order No. 37639, in the second to the last paragraph on page 8, provides as follows:

> "ORDERED that Respondent railroad, subject to reimbursement by Petitioner, is directed to install at said crossing upon its completion and to be operative simultaneously with the opening of said crossing to public highway use, two Commissioner's Standard No. 2 Flashing Light Signals equipped with gongs, one on each side of the crossing."

In order to assure that the crossing signals, while providing a warning of an approaching train, are not obscured from the view of vehicle drivers by a vehicle which is stopped in the proposed stopping lane, Petitioner indicates it is necessary that two Commissioner's Standard No. 2-B Flashing Light Signals be installed at appropriate locations at the crossing, instead of 2 Commissioner's Standard No. 2 Flashing Light Signals (side-of-the-road-type), equipped with gongs.

The Standard No. 2-B Flashing Light Signal is recommended as a standard for protection under these certain conditions, and it is shown and detailed on Annex D of Commissioner's Order No. 36962. It is a modification of Commissioner's Standard No. 2 Flashing Light Signal in that the signal mast extends to a greater height above the ground, is heavier, and is sufficiently rigid to support the two-unit flashing light assembly which is suspended by means of a cantilever bracket over

the highway from 8 to 12 feet from the side of the road.

When installed, as above indicated, the overhead flashing light signals are plainly visible from either of the regular traffic lanes at the required distance from the crossing, unless obscured by high-bodied trucks which are immediately ahead of a closely following lower vehicle. To obviate the danger which would result in the latter event, and to insure adequate warning of approaching trains under all conditions, the Commissioner deems it necessary that there also be installed on the masts of the proposed Commissioner's Standard No. 2-B Flashing Light Signals, at the customary side-of-the-road location, Commissioner's Standard No. 2 Flashing Light Signal assemblies. By its letter of May 1, 1961, Petitioner approved and agreed to the installation of this additional protection. Commissioner's Standard Gongs to provide an audible warning should also be installed at proper locations.

The characteristics of and controls for Commissioner's Standard No. 2-B signals are similar to those of Commissioner's Standard No. 2 signals and no modification of the provisions for signal control installation in Order No. 37639 is necessary.

The addition of the stopping lanes, as proposed in the within petition, will result in a better and safer crossing. The installation of the warning signals, in accordance with the findings above made, will provide more effective and efficient protection to the traveling public.

From the foregoing it is concluded that the within petition should be granted and Commissioner's Order No. 37639 should be modified as hereinafter set forth; it is therefore

ORDERED that the petition of the State of Oregon, by and through its State Highway Commission, for modification of Commissioner's Order No. 37639, be and the same is hereby granted; and it is further

ORDERED that there be deleted from Order No. 37639 those portions of a paragraph which appear last on

page 7 and first on page 8, and that the following provision be substituted therefor:

> ORDERED that the construction shall be done in a good and workmanlike manner in accordance with accepted engineering practices and in conformity as to location, elevation, angles of intersection and grades with Oregon State Highway Department drawing No. 8B-17-21B as revised on March 2, 1961, and submitted with the within application.

and it is further

ORDERED that the fourth full paragraph on page 8 of Order No. 37639 shall be deleted therefrom and the following provisions be substituted therefor:

> ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, be and it is hereby directed to install, at proper locations on each side of the subject crossing, to be operative simultaneously with the opening thereof to public highway use, Commissioner's Standard No. 2-B Flashing Light Signals complete with bracket mountings which will position the flashing light signal assembly approximately 10 feet inside the edge of the roadway and 15 feet or more above the surface thereof; and it is further
>
> ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, be and it is hereby directed to install on the masts of the aforesaid Commissioner's Standard No. 2-B signals, at a height above the ground of approximately 7 feet, flashing light signal assemblies of the type specified for Commissioner's Standard No. 2 signals; and it is further
>
> ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, be and it is hereby directed to install and include within the aforesaid signal assembly, to be actuated in conjunction therewith, at proper locations on each side of the subject crossing, Commissioner's Standard Gongs, similar to that shown on Annex F of PUC Order No. 36962; and it is further

ORDERED that in all other respects Commissioner's Order No. 37639 shall remain as originally entered and continue in full force and effect; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 11th day of July, 1961.

Public Utility Commissioner

(SEAL)

RECEIVED
JUL 7 1961
FOR FILING
F-115 1
5874

July 6, 1961

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Clatsop County
Project No. F-115(13)

Herewith are two conformed copies of the agreement between the State and City of Astoria in connection with construction of the subject project.

No city utilities are involved in this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

DBP:bm

RECEIVED
JUN 7 1961
FOR FILING
F-115(13)
54-14

June 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 5, 1961, on Contract No. 5874, North Unit, Astoria-Camp Rilea Section, in Clatsop County, in connection with Federal Aid Project No. F-115(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
JUN 7 1961

FORM E-30 50M 7-60 29305
FOR FILING
F-115 (13)
8474

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1961

SUBJECT: Pux 367 - Smith Point G-Xing
Spokane, Portland & Seattle Railway Co.
Clatsop County

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
O f f i c e

Herewith I hand you copy of Supplemental Order No. 37829 issued by the Public Utility Commissioner, under date of June 1, 1961, relative to the above-titled matter. This is in accordance with the State Highway Commission's petition to modify the original order and with Mr. DeSouza's letter of May 1, 1961.

GLEN V. SORENSEN
Staff Attorney

GVS:ks
attach.

cc: Tom Edwards
I. A. DeFrance
J. D. Walker
F. B. Crandall
J. W. Nash
H. B. Simpson

Order #37829

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 130

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, known as the SMITH POINT GRADE CROSSING project in Clatsop County, Oregon.	SUPPLEMENTAL ORDER

On January 6, 1961, Commissioner's Order No. 37512 was entered in the above entitled matter granting the petition of the state of Oregon, by and through its State Highway Commission, for permission to construct a highway crossing at grade with the tracks of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, known as the Smith Point Grade Crossing project, in Clatsop County, Oregon, under terms and conditions specified therein. The aforesaid crossing was designated as Crossing No. 50-102.11 in the Commissioner's Catalog of Railroad Crossings in the state of Oregon.

On March 7, 1961, the State of Oregon, by and through its State Highway Commission, filed a petition with the Commissioner alleging in substance that since the filing of its original petition and the entering of the Commissioner's order thereon, Petitioner has determined the subject crossing should be made at a sufficient additional width to permit the construction of a ten (10) foot truck stopping lane on each side of the crossing; that the construction thereof will make

it necessary that there be installed at appropriate locations on each side of the crossing, Commissioner's Standard No. 2-B Automatic Flashing Light Signals, instead of Commissioner's Standard No. 2 Flashing Light Signals equipped with gongs, as provided for in Order No. 37512.

Attached to and made a part of the within petition is Drawing No. 8B-17-21A as revised March, 1961.

Petitioner prays an order of the Commissioner, modifying Order No. 37512 to the extent necessary to authorize the construction of the crossing and to direct the installation of warning signals in accordance with the within petition.

Notices of the petition and copies thereof were duly served upon Respondent and the Mayor and City Council of the city of Astoria. Respondent timely filed its Answer indicating it had no objection to the petition, nor to the entry of an order pursuant thereto.

Due and careful consideration has been given to the within petition and based upon the Commissioner's records and files it is found that:

Commissioner's Order No. 37512, in paragraph 3, on page 8, provided in part as follows:

> "ORDERED that the construction shall be done ...in conformity as to location, elevation, angles of intersection and grades, as shown on the amended plan and profile submitted with the application and by reference made a part thereof."

The amended plan and profile therein referred to was contained in Oregon State Highway Department Drawing No. 8B-17-21A, dated June, 1960, entitled S.P. & S. R.R. CROSSING, ASTORIA-CAMP RILEA SECTION OREGON COAST HIGHWAY. The drawing submitted with and made a part of the within petition is the same drawing, revised as of March, 1961. It is identical with the original as to the location, elevation, angles of intersection and grades, with the exception that the proposed stopping lanes are shown thereon.

On both sides of the crossing the stopping lanes turn out gradually from the right hand side of the regular traffic lane of the highway to a width of ten feet, continue at that width up to the crossing, then gradually taper back in to the traffic lane on the opposite side of the crossing. These stopping lanes will permit vehicles which are required to stop at the crossing to decelerate and stop without blocking the regularly traveled portion of the highway and interfering with the flow of traffic which is not required to stop.

Commissioner's Order No. 37512, in paragraph 2, page 9, also provided as follows:

> "ORDERED that Respondent, subject to reimbursement by Petitioner, is directed to install at said crossing upon its completion and to be operative simultaneously with the opening of said crossing to public highway use, Commissioner's Standard No. 2 Flashing Light Signals equipped with gongs, one on each side of the crossing."

In order to assure that flashing light signals which may be operating are not obscured from the view of vehicle drivers approaching the crossing at a time when a vehicle is stopped in the proposed stopping lane, Petitioner indicates it is necessary that two Commissioner's Standard No. 2-B Flashing Light Signals be installed at appropriate locations at the crossing, instead of two Commissioner's Standard No. 2 Flashing Light Signals (side-of-the-road-type), equipped with gongs.

Commissioner's Standard No. 2-B Flashing Light Signal is recommended as a standard for railroad-highway grade crossing protection as shown and detailed on Annex D of Commissioner's Order No. 36962. It is a modification of Commissioner's Standard No. 2 Flashing Light Signal in that the signal mast extends to a greater height above the ground, is heavier and has sufficient strength to support the two-unit flashing light assembly which is suspended by means of a cantilever bracket over the highway from eight to twelve feet from the side of the road.

When installed as above indicated, the overhead flashing light signals are plainly visible from either of the regular traffic lanes at the required distance from the crossing, unless obscured by high-bodied trucks which are immediately ahead of a closely following lower vehicle. To obviate the danger which would result in the latter event, and to insure adequate warning of approaching trains under all conditions, the Commissioner deems it necessary that there also be installed on the masts of the proposed Commissioner's Standard No. 2-B Flashing Light Signals, at the customary side-of-the-road location, Commissioner's Standard No. 2 Flashing Light Signal assemblies. By its letter of May 1, 1961, Petitioner approved and agreed to the installation of this additional protection. Commissioner's Standard Gongs should also be installed at proper locations on the flashing light signal masts.

The characteristics of and controls for Commissioner's Standard No. 2-B signals are similar to those of Commissioner's Standard No. 2 signals and no modification of the provisions for signal control installation in Order No. 37512 is necessary.

The addition of the proposed stopping lanes, in accordance with the within petition will result in a better and safer crossing. The installation of the warning signals in accordance with the findings above made will provide more effective and efficient protection to the traveling public.

From the foregoing it is concluded that the within petition should be granted and Commissioner's Order No. 37512 should be modified as hereinafter set forth; it is therefore

ORDERED that the within petition of the state of Oregon, by and through its State Highway Commission, for modification of Commissioner's Order No. 37512, be and the same is hereby granted; and it is further

ORDERED that paragraph 3, on page 8 of Order No. 37512 shall be deleted and the following provision be substituted therefor:

> ORDERED that the construction shall be done in a good and workmanlike manner in accordance with accepted engineering practice and in conformity as to location, elevation, angles of intersection and grades, with Oregon State Highway Department Drawing No. 8B-17-21A, as revised, March, 1961;

and it is further

ORDERED that paragraph 2, on page 9 of Order No. 37512 shall be deleted therefrom and the following provisions be substituted therefor:

> ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, be and it is hereby directed to install at appropriate locations on each side of the subject crossing, upon its completion and to be operative simultaneously with the opening of said crossing to public highway use, Commissioner's Standard No. 2-B Flashing Light Signals complete with bracket mountings which will position the flashing light assembly approximately ten (10) feet inside the edge of the roadway and fifteen (15) feet or more above the surface thereof; and it is further
>
> ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, be and it is hereby directed to install on the masts of the aforesaid Commissioner's Standard No. 2-B signals, on each side of the subject crossing at a height above the ground of approximately seven (7) feet, flashing light signal assemblies of the type specified for Commissioner's Standard No. 2 signals; and it is further
>
> ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, be and it is hereby directed to install at a proper location and included within the aforesaid flashing light signal assemblies on each side of the subject crossing, to be actuated in conjunction therewith, Commissioner's Standard Gongs.

and it is further

ORDERED that in all other respects Commissioner's Order No. 37512 shall remain as originally entered and continue in full force and effect; and it is further

ORDERED that the within order shall be effective on the date of the execution hereof.

Made and entered this 1st day of June, 1961.

Jamel C Hill
Public Utility Commissioner

(SEAL)

RECEIVED
MAY 26 1961
FOR FILE
F-115-(13)
5474

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

May 25, 1961

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-115(13)
Astoria-Camp Rilea Section
Parking Regulations and Control of Traffic

We call your attention to the State-City Agreement in connection with the subject project. In order to comply with IM 21-10-60, "Parking Regulations and Control of Traffic on Major Street Projects", dated May 23, 1960, a modification of the existing State-City Agreement will be necessary. Paragraph 3 of IM 21-10-60 requires a formal statement describing the controls and regulations to be adopted. Further, it requires that the agreement clearly specify the agency responsible for the enforcement of the controls and regulations and its intent of enforcing them. A statement that future changes in the agreement or control measures require prior approval of the Division Engineer, Bureau of Public Roads should be included in the agreement.

Please submit the necessary modification to the State-City agreement in triplicate to this office.

Any agreements between the State and a political subdivision executed in the future should incorporate the provisions of IM 21-10-60 if applicable.

R. J. Ter

RECEIVED
MAY 12 1961
FOR FILING
F-115(13
5874

May 11, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the North Unit, Astoria--Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Contract No. 5874, in connection with Federal Aid Project No. F-115(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
MAY 5 1961
FOR FILING
F-115(13)
2 Y 14

Salem, Oregon
May 4, 1961

Mr. Walter T. Wright

I attach hereto an executed copy of a grant of easement from the Spokane, Portland and Seattle Railway Company covering the two grade crossings on the Smith Point-Camp Rilea Section of the Oregon Coast Highway in Clatsop County.

Will you please see that this is filed in the proper place after checking it to be sure that it corresponds with what we asked for.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

RIGHT OF WAY & TAX DEPARTMENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

1101 N. W. HOYT STREET
PORTLAND, 7, OREGON

May 1, 1961
File: 452

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Pursuant to my letter of April 6, 1961, granting the Highway Commission right of entry to construct two grade crossings of the Spokane, Portland and Seattle Railway Company's right of way and tracks at Smith Point and Warrenton on the Astoria-Camp Rilea Section of U.S. 101, I am enclosing easement executed by the Railway Company under date of April 25, 1961 covering said crossings.

Yours very truly

H. E. Hudson

Right of Way and Tax Agent

HH
encl.

RECEIVED
MAY 2 1961
COMMISSIONERS
FOR FILING
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
F-115(13)
2414

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 1, 1961

Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 366 - Warrenton G-Xing
Spokane, Portland & Seattle Ry. Co.
Clatsop County

Attention: Mr. C. E. Jaqua

Dear Mr. Jaqua:

This is to advise you that the Petitioner, Oregon State Highway Commission, in the above-titled matter, approves the installation of flashing light signals on the mast as well as on the cantilever arm on the signals proposed to be installed at the subject location.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. W. DeSOUZA
Assistant Counsel

JWDsks

cc: Spokane, Portland & Seattle Railway Co.
Forrest Cooper
O. S. Paxson
Tom Edwards
I. A. DeFrance
J. D. Walker
J. W. Nash

RECEIVED

RECEIVED
MAY 2 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-115 (13)
5474

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
May 1, 1961

Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 367 - Smith Point O-Xing
Spokane, Portland and Seattle
Railway Co.
Clatsop County

Attention: Mr. C. E. Jaqua

Dear Mr. Jaqua:

This is to advise you that the Petitioner, Oregon State Highway Commission, in the above-titled matter, approves the installation of flashing light signals on the mast as well as on the cantilever arm on the signals proposed to be installed at the subject location.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: Spokane, Portland & Seattle Railway Co.
Forrest Cooper
G. S. Paxson
Tom Edwards
I. A. DeFrance
J. D. Walker
J. W. Nash

RECEIVED

RECEIVED
APR 27 1961
COMMISSIONERS
FOR FILING
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
F-115(13)
5970

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 27, 1961

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Umpqua River Navigation Co.,
P. O. Box 25
Reedsport
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5874, awarded April 6, 1961, for grading the North Unit of the Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 25 1961
FOR FILING
F-115(13)
5874

April 24, 1961

Mr. H. F. May, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. May:

Re: Astoria-Camp Rilea Section
US101, Clatsop County
Contract No. 5874

Reference is made to your letter of April 21. We have instructed our contractor on this project to increase the insurance limits to those provided in our agreement with your Company.

We also expect to be billed directly by your Company for any damages caused by repairing facilities damaged by our contractor's operation. The paragraph in our specifications to which you refer is simply to advise the contractor that he, in turn, will assume the responsibility for these damages and any billing from you would be deducted from his estimates.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSPrms

cc Ivan D. Merchant
Tom Schwarin
J. D. Walker

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 21, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engr.

Dear Sir:

Reference is made to an agreement entered into between the Oregon State Highway Department and the S.P.& S. Railway Company covering the work to be done by the Oregon State Highway Department on the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway, and more particularly to a copy of the Contract and Bond entered into with your contractor, Umpqua River Navigation Co., your Contract No. 5874.

I note on page 29 of said contract that the railroad protective insurance does not follow the limits contained in the contract entered into by the Oregon State Highway and the S.P.& S. Railway, under Article IV. I must insist that the coverages be increased as agreed upon. As of this date we have not received from your contractor or his insurance company a certificate indicating that the railroad protective liability policy has been applied for. Until such time as the Umpqua River Navigation Co. can provide this office with a copy of the correct insurance coverage the S.P.& S. Railway cannot allow your contractor

to enter upon its right of way in handling any of this work.

I also note on page 29 of your Contract No. 5874 under Protection of Pipe Lines, Telephone Lines, Power Lines, Et cetera, that the contractor shall at all times be responsible for any damages to such utilities and shall bear all costs and expense involved in replacing or repairing any of these facilities broken or damaged by his operations. I refer you to Article VIII of the agreement between the Oregon State Highway Department and the S.P.& S. Railway which reads as follows: "In the event the work of the State or its contractor during construction, operation and maintenance of the highway should cause damage to Railway's roadbed, track, structures, wires, signals or other properties the State shall reimburse Railway for all costs of labor and materials required to repair such damage, promptly upon the rendition of bills therefor". I would suggest that your contractor be advised that we will be looking to the State directly for reimbursement on any damages incurred.

It is quite important that the terms of our contract with the State be adhered to during the course of the construction in this area. I would appreciate an immediate reply to this letter.

Very truly yours

H. F. Moy

Chief Engineer

HFM-c

RECEIVED
APR 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 7 1961
FOR FILING

F-115(13)
5874

Salem, Oregon
April 7, 1961

Mr. R. L. Porter

Herewith copy of a permit of entry from the Spokane, Portland & Seattle Railway Company allowing us to proceed with construction on the Smith Point-Camp Rilea Section of US101.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

RIGHT OF WAY & TAX DEPARTMENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

April 6, 1961
File: 354

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

Having reference to agreement dated March 24, 1961 by and between the Spokane, Portland and Seattle Railway Company and the State of Oregon, by and through its State Highway Commission, covering the construction by the State Highway Department of grade crossings at two points in Clatsop County, Oregon in connection with the State's construction of a section of the Oregon Coast Highway, U.S. 101 between Smith Point in Astoria and Camp Rilea. Location of said crossings being more clearly defined as follows:

1. Smith Point Crossing--In the NE¼, Section 13, Township 8 North, Range 10 West, W.M. at Railway Engineer's Station 73+02.9 and Highway Station 18+70.51.

2. Warrenton Crossing--In Government Lot 4, Section 23, Township 8 North, Range 10 West, W.M. at Railway Engineer's Station 204+00 and Highway Station 123+35.57.

This letter will confirm my conversation with Mr. Paxson this morning at which time I advised that in accordance with Clause I of Page 2 of the above referred to agreement the Railway Company is now preparing an easement for execution in favor of the State of Oregon over and across the Railway Company's right of way.

FORM 1920

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

It is my understanding that you are anxious to begin your construction work, therefore pending formal execution of the easement you may consider this letter as granting right of entry upon Spokane, Portland and Seattle Railway Company right of way at the two above locations. It is understood that the right of entry herein granted is subject to all the terms and conditions of the agreement of March 24, 1961 referred to above.

As a matter for your further information the easement in course of preparation is in simple form and makes the grant to the State for the sum of One Dollar and other valuable considerations, and otherwise does not in my opinion carry any clause that could be objected to.

Yours very truly,

W. P. Garrett

Right of Way and Tax Agent

WPG/daj

cc Mr. E. J. Benner
Right of Way Supervisor
Oregon State Highway Department
Salem, Oregon

RECEIVED

RECEIVED
APR 6 1961

F-115(13)
5874

April 6, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Project F-115(13), to Umpqua River Navigation Co. on the basis of the bid of $979,868.40 submitted on March 7, 1961.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
APR 10 1961
FOR FILING
F-115(13)
5874

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

April 6, 1961

C. G. Polk, Division Engineer
08-35.4-0 Salem, Oregon

Oregon Project F-115(13)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-115(13), North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway, we hereby concur, as of this date, in award of Contract No., 5874 to The Umpqua River Navigation Company, of Reedsport, Oregon, low bidder in the amount of $979,868.40 at the March 7, 1961 bid opening.

NOTED
FORREST COOPER

RECEIVED
MAY 15 1961

FOR FILING

F-115(13)

5474

RAILROAD COMPANIES
FILE No. 550

AGENDA
APR 14 1961
5g

April 5, 1961

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt
Portland 7, Oregon

Dear Sir:

We are enclosing for the records and files of the Spokane, Portland & Seattle Railway Company a fully executed copy of an agreement between the State Highway Commission and the Spokane, Portland & Seattle Railway Company covering construction on the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

Confirmation

M

Members of the State Hwy Com.

3/31/61

This agreement pertains to the N. Unit Astoria–Camp Kilea section on which bids were rec. 3-7-61. Award of the contract cannot be made until a fully executed copy of this agreement is in the railroad Companys hands.

If you wish to sign it, I will place it on the agenda for 4-14 for confirmation so that the records will be complete

Floyd L. Young
Secty.

RECEIVED
APR 20 1961
FORM E-30 BOM 7-60 29305

FOR FILING

9874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1961

SUBJECT: Agreement
State and SP&S Railroad
North Unit, Astoria-Camp Rilea

To:
Mr. P. M. Stephenson
Assistant State Highway Engineer
B U I L D I N G

Herewith a copy of the subject agreement covering Things to be Done by the State and the Spokane, Portland and Seattle Railway Company in connection with construction of the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway. This agreement covers two crossings of the railway line; one south of Youngs Bay referred to as Warrenton Crossing and one north of Youngs Bay referred to as Smith Crossing.

We have reviewed this agreement and find it satisfactory from the standpoint of the Construction Department.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LWR:fp

Enc.

Mr. Paxson would like to have you review this during his absence, then give him your comments.

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

March 23, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engr.

Dear Sir:

I refer you to your letter of February 7, 1961, in regard to the preparation of a construction agreement between the Oregon State Highway Commission and the S.P.& S. Railway covering the construction of the two grade crossings for your Astoria-Camp Rilea Section of the coast highway.

The construction agreement has been prepared and executed by our Vice President and I am handing you herewith, in duplicate, this agreement for execution on behalf of the Oregon State Highway Commission. After it has been fully executed I would appreciate your returning to me the copy that bears the marginal approval of our officers. It will then be in order for your right of way people to deal with our Mr. W. P. Garrett for the necessary easements on these two crossings.

Very truly yours

H F Moy

Chief Engineer

HFM-o
Att.

RECEIVED
MAR 27 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1961
FILING

F-115(19)
M. P. NOV.
5874

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

March 23, 1961

Mr. H. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. O. S. Person
Asst. State Highway Engr.

Dear Sir:

I refer you to your letter of February 7, 1961, in regard to the preparation of a construction agreement between the Oregon State Highway Commission and the S.P.& S. Railway covering the construction of the two grade crossings for your Astoria-Camp Riles Section of the coast highway.

The construction agreement has been prepared and executed by our Vice President and I am handing you herewith, in duplicate, this agreement for execution on behalf of the Oregon State Highway Commission. After it has been fully executed I would appreciate your returning to me the copy that bears the marginal approval of our officers. It will then be in order for your right of way people to deal with our Mr. W. P. Garrett for the necessary easements on these two crossings.

Very truly yours

Chief Engineer

WPG-c
Att.

Signed agreement delivered 4-5-61 by Bowers

RECEIVED
APR 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1961
FILING

COMMISSIONERS:
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-115(13)
#5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 7, 1961

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 366 - Warrenton G-Xing
S.P.& S. Rwy. Co.
Oregon Coast Highway
Clatsop County
Docket No. SXF-131

Dear Sir:

Herewith I hand you four copies of State Highway Commission's Petition to Modify PUC Order No. 37639. Two of the copies are for service upon Spokane, Portland and Seattle Railway Co., and one copy is for service upon Clatsop County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

By
GLEN V. SORENSEN
Staff Attorney

GVS:km
attach. - 4

cc: G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

NOTED
G. S. PAXSON

Pux 366

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

SXF-131

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, known as the WARRENTON GRADE CROSSING project in the West half ($W\frac{1}{2}$) of Section 23, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon	PETITION TO MODIFY PUC ORDER 37639

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Petition is made under the authority of ORS 366.205.

III

That all the allegations of the original Petition filed herein are hereby re-alleged except as modified hereinafter.

IV

That PUC Order No. 37639, which was made and entered in the above-entitled proceedings, provided that two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, be installed at appropriate locations.

V

That since the original Petition was filed in the above-entitled matter, the Petitioner has determined that the crossing should be improved and widened to

a sufficient additional width to allow a ten (10) foot truck stopping lane on each side of the crossing.

VI

That the proposed construction as set forth in Paragraph V hereof make it necessary and desirable in the interest of public safety on the highway and on the railroad, that instead of the two Commissioner's Standard No. 2 flashing light signals equipped with gongs, as ordered in PUC Order No. 37639, that there be installed two Commissioner's Standard No. 2-B signals at appropriate locations.

VII

That the Petitioner proposes that the cost of installation and the maintenance of the two Commissioner's Standard No. 2-B signals be borne as set forth in the original Petition.

VIII

Attached hereto and by this reference made a part hereof is drawing titled S.P. & S.R.R. Crossing, O.S.H.D. Sta. 123+35.6 = R.R. Sta. 217+61.1, revised January, 1961.

WHEREFORE, Petitioner prays for an order modifying PUC Order No. 37639 in accordance with this Petition and an order authorizing the improvement of said crossing, including the installation of said signals and providing for the further maintenance in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 7th day of March, 1961.

STATE OF OREGON, by and through its
State Highway Commission
L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission
J. W. DeSOUZA
Assistant Counsel for the State Highway
Commission

By _____
GLEN V. SORENSEN - Staff Attorney for
the State Highway Commission

GVS:ks

BD-11-10

15

Youngs Bay

14

To Astoria →

La Line

L 123+25.6 POT.
RR. 217+61.1 POT.

Dike

Warrenton Connection

22

23

To Warrenton

Clatsop County Airport

To Seaside

← To Gearhart

27

26

VICINITY MAP

FINAL SURVEY	NOTE BOOK	NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY	DATE

Clatsop County
B-121 P-83
B-130 P-15
Clatsop County
B-132-P-44
B-137 P-364
B-127 P-63
Clatsop County
B-121 P-83
Clatsop County
B-121 P-83
Clatsop County
B-121 P-83

T.8 N., R.10 W., W.M.

Adair Creek

R.R. R/W

Clatsop County B-130 P-15

"L2" 121 + 91.93 P.T.

"L" 120 + 38.63 P.C.T.

E.P.

B.P.

C.L.

C.R.W. line

42°43'

Taper 20:1

Taper 20:1

Taper 20:1

Proposed R.R. Signals

"L" 123 + 35.57

RR" 204 + 00

+45

+95

+90

+25

Stop Lanes

Clatsop County B-130 P-15

Clatsop County B-132 P-369

Clatsop County B-132 P-44 B-130 P-15

Clatsop County B-132 P-369 B-130 P-15

Clatsop County B-132 P-369

Clatsop County B-112 B-137

16° C.R.
T_h = 159.74
T_m = 254.03
Δ = 46°21'30"

N 84°25'00" W

Inst. 18" CMP - 120'

Inst. 18" CMP - 120'

+20

+60

Dike Ownership - Diking District #2

N.E. (Benton) Quay

N.E. Harbor (St) Place

S.E. (Astor) Harbor St.

S.E.

N.E.

1

2

5

6

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

Clatsop County B-121 P120 (7)

Clatsop County B121 P120 (8)

Clatsop County B131 P349; B121 P120 B130 P45 (6)

Clatsop County B131 P349; B135 P119 B214 P193 (5)

Clatsop County B121 P120 (4)

Clatsop County B121 P120 (3)

Clatsop County B121 P120 (2)

Clatsop County B121 P120 (9)

Gilmon G. & Austin F. Brown B123 P492-498

Clatsop County B130 P15; B121-120 (1)

Effie Gray B79 P510

(St) Court S.E.

S.E. 4th Ave.

S.E. Pacific Ave.

S.E. 2nd Ave.

S.E. Pacific Ave.

S.E. Ave.

S.E. Ave.

S.E. 5th St.

S.E. St.

St.

(Bay)

T124+13.81 W80100 P.C.

20° C.L. T_1 = 122.09 T_2 = 208.23 Δ = 43° 30' 45"

Asph. Conc. Traffic Mkrs.

55' R.

T129.74 P.C.S.

200' Sp. Q=8.0

200' Sp. Q=10.0

T140.21

T140.21 P.T.

T139.74

N 80°46'30" W

84°25'00" W

225

50'

To Warrenton

Old Dock

22

23

Slough

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. / TOTAL SHEETS
8	OREGON			See Index

Clatsop County B-121 P120 (7)

(St) Court S.E.

Clatsop County B121 P120 (8)

Clatsop Co. B121 P83 (10)

6th

Gilman G. & Austin F. Brown B123 P492-498

Clatsop County B121 P120 (6)

Pacific

3rd Ave.

Clatsop County B137 P369; B135 P119 B214 P193 (5)

St.

To Gearhart

135

(9)

2nd

200 Sp. @ 10.0

Pacific

Clatsop County B121 P120 (4)

Ave.

Clatsop County B132 P84, B130 P15 B124-349

SE

Clatsop County B121 P120 (3)

N 80°46'30"W

Ditch

Ave.

Colorook

To Warrenton

22 23

Slough

℄ S.P.&S. R.R.

℄ Located Line

Finish Grade

0.00

By Soundings

SIGHT DIST

From Railroad

Point	Distance	Point	Distance
100 Feet East	1,000 Feet Rt.	1,000 Feet Lt.	100 Feet
500 " "	1,600 "	100 " "	500 "
100 Feet West	1,000 Feet Rt.	1,000 Feet Lt.	100 Feet
500 " "	1,000 " "	1,000 " "	500 "

DISTANCE

From Highway

Point	Distance		
100 Feet North	1,000 Feet Rt.	800 Feet Lt.
500 " "	1,000 " "	800 " "
100 Feet South	400 Feet Rt.	1,000 Feet Lt.
500 " "	300 " "	900 " "

N.E.

Clatsop

B142

B137

P13

P369

13th Place

C.t.

+0.04

300 V.C.

R.R.

125'

+28 VCPI El. 720

5'

3'

2'

10'

12'

12'

Stop Lane

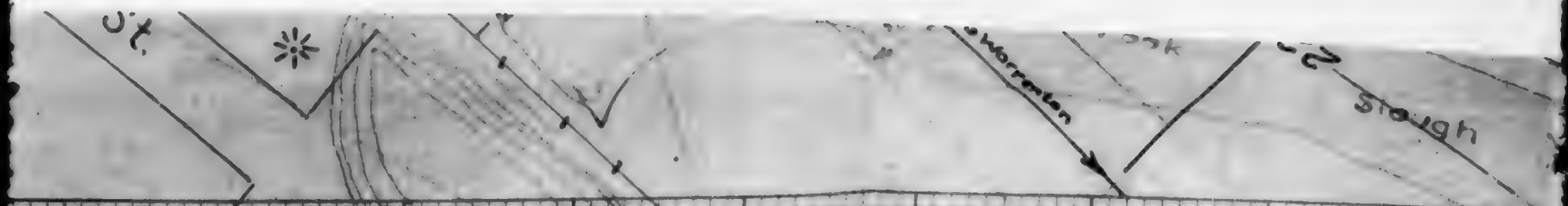
Asphaltic Conc. 3½

5% 0.02/F

¾"-0" Top Coarse
Comp. thkn. 2"

2½"-

TYPCIAL SECTIO



+0.04

℄ ℄

12' 10' 2' 3' 5'

Asphaltic Conc. 3½"
S1.0.02/Ft.
Stop Lane
S1.0.04"/Ft
S1.0.02/Ft.
2½"-0" Bottom Coarse
Comp. Thkn. 6"
Sel. Sand Subgrade Mat'l
Comp. Thkn. 18"

L SECTION

OREGON STATE H
S.P.&S R.R. C
O.S.H.D. Sta. 123+35.6 = R
ASTORIA - CAMP R
OREGON COAST
CLATSOP CO

E.J. HALL - RES. ENGR.
Scale: 1" = 10' Vert. 1" = 100'

R.R. Stop Lanes Added 3/2/61

DRG. NO

Warrenton

Slough

Sand Subgrade Mat'l

R.R. Stop Lanes Added 3/2/61

OREGON STATE HIGHWAY DEPT.

S.P.&S R.R. CROSSING

O.S.H.D. Sta. 123+35.6 = R.R. Sta. 217+61.1

ASTORIA - CAMP RILEA SEC.

OREGON COAST HIGHWAY

CLATSOP COUNTY

E.J. HALL - RES. ENGR. Date: FEBRUARY 1960

Scale: 1" = 10' Vert. 1" = 100' Horz. Rev. Jan 1961

DRG. NO. 8B-17-21B

8B-17-21B

RECEIVED
MAR 8 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-115(13)
= 5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 7, 1961

Mr. Jamel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 367 - Smith Point G-Xing
S.P. & S. Rwy. Co.
Oregon Coast Highway
Clatsop County
Docket No. SXP-130

Dear Sir:

Herewith I hand you four copies of State Highway Commission's Petition to Modify PUC Order No. 37512. Two of the copies are for service upon Spokane, Portland and Seattle Railway Co., and one copy is for service upon Clatsop County.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

By
GLEN V. SORENSON
Staff Attorney

GVS:ks
attach. 4

cc: G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

Pux 367

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

SXF-130

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, known as the SMITH POINT GRADE CROSSING project in Section 13, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon.	PETITION TO MODIFY PUC ORDER 37512

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Petition is made under the authority of ORS 366.205.

III

That all the allegations of the original Petition filed herein are hereby re-alleged except as modified hereinafter.

IV

That PUC Order No. 37512, which was made and entered in the above-entitled proceedings, provided that two Commissioner's Standard No. 2 flashing light signals, equipped with gongs, be installed at appropriate locations.

V

That since the original Petition was filed in the above-entitled matter, the Petitioner has determined that the crossing should be improved and widened to a sufficient additional width to allow a ten (10) foot truck stopping lane on each side of the crossing.

VI

That the proposed construction as set forth in Paragraph V hereof make it necessary and desirable in the interest of public safety on the highway and on the railroad, that instead of the two Commissioner's Standard No. 2 flashing light signals equipped with gongs, as ordered in PUC Order No. 37512, that there be installed two Commissioner's Standard No. 2-B signals at appropriate locations.

VII

That the Petitioner proposes that the cost of installation and the maintenance of the two Commissioner's Standard No. 2-B signals be borne as set forth in the original Petition.

VIII

Attached hereto and by this reference made a part hereof is drawing titled S.P. & S.R.R. Crossing, O.S.H.D. Sta. 18+70.51=R.R. Sta. 73+02.9, revised March, 1961.

WHEREFORE, Petitioner prays for an order modifying PUC Order No. 37512 in accordance with this Petition and an order authorizing the improvement of said crossing, including the installation of said signals and providing for the further maintenance in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 7th day of March, 1961.

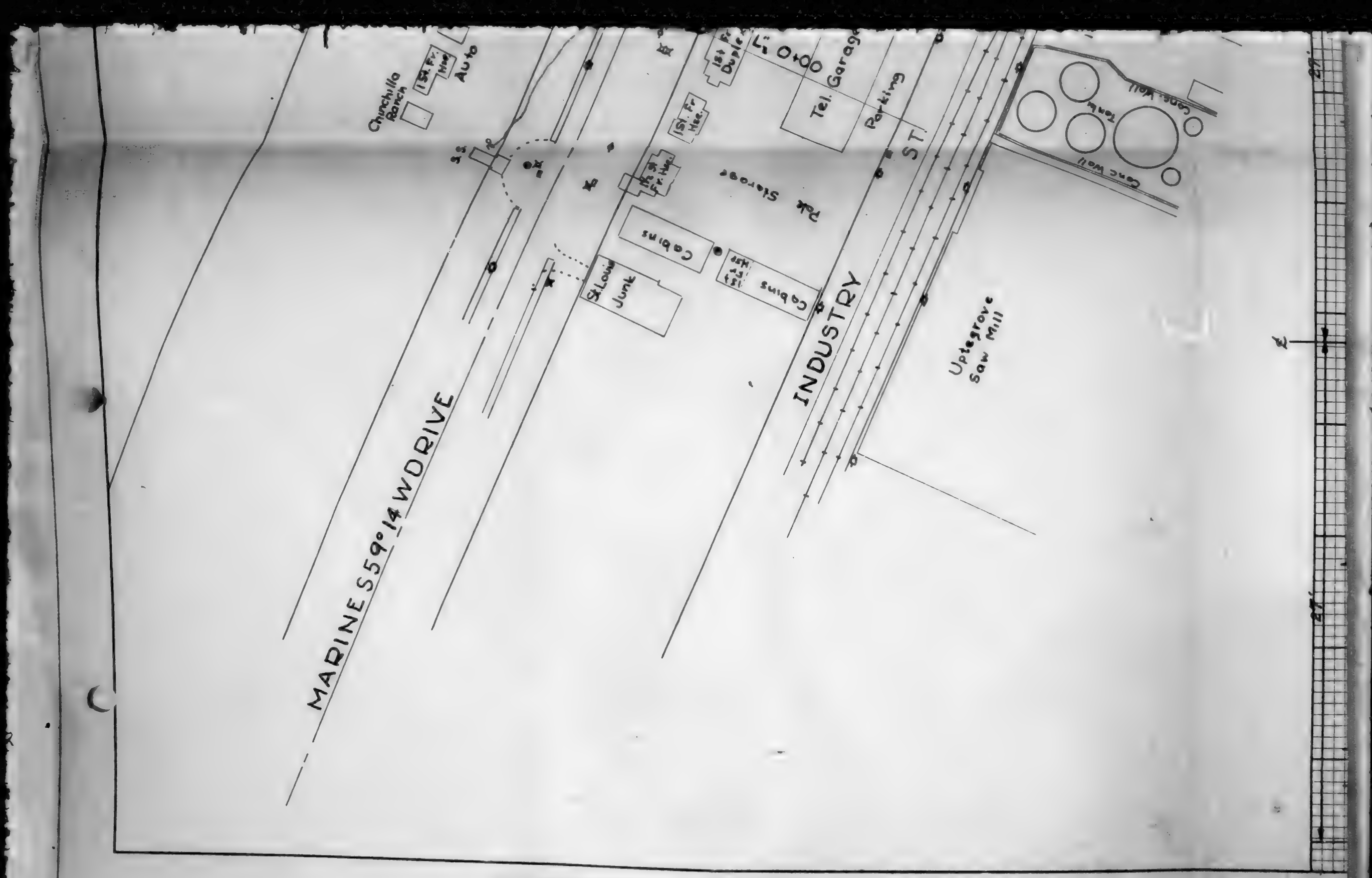
STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

J. W. DeSOUZA
Assistant Counsel for the State Highway
Commission

By_____
GLEN V. SORENSEN - Staff Attorney for
the State Highway Commission

GVS:ks



FINAL SURVEY			
NOTE BOOK NO		AREAS CHECKED	
		TEMPLATE AREAS	
		PLOTTED	
		SURVEYED	
DATE	BY		

AIS-17-88

T. 8 N. R.

6° C.L.
T_{S_1} = 1589.8
T_{S_2} = 1558
LMC = 138

"L2" 8° C.L.
T_4 = 20° 34'
T_3 = 230.30

Brast Plug

Lt.

HAMBURG

MONTREY AVE.

Lt. 2+38.99 PSC.

Exist 7+74.9 PSC.

Lt. 4+38.99 PSC.

Lt. 4+96.07 PCS.

Lt. 4+96.07 PT.

Lt. 6+96.07 PT.

a=4.0
200' Sp.

a=4.0
200' Sp.

Lt. 4+69.29 PT.
N 935,755.07
E 1,149,522.39

1 St. Fr. Hse
Auto Court

1st Fr. Hse

1st Fr. Duplex

1st. Fr. Duplex

Garage

Brickwick office

Brickwick Conc Wks

Mobilgas Office & W-hse
1st Conc Mobil

Abandoned Boiler Bldg

Brush

Brush line

5° Curve

Edge of Swamp

Fence

Oil W-hse

Pump Bldg

Oil Truck Loading Sta.

S P & S R.

Conc Wa

Conc. Wall

29'

54+90 BS

AVE.

T. 8 N. R. 10 W., W.M.

° C.L.
T_{S_1} = 1589.8
T_{S_2} = 1558.0
LMC = 1387.6

FLORENCE AVE.

1 St. Fr. Hse

1 St. Fr. Hse

1½ St. Fr. Hse

1½ St. Fr. Hse

2 St. Fr. Hse

1½ St. Fr. Hse

1 St. Fr. Hse

20

15

15

15

10

10

15

12½

15

Taper 20:1

Brush

R.W.

S.R. & S.

S 21° 41' 00" W

876.4

64+26.5

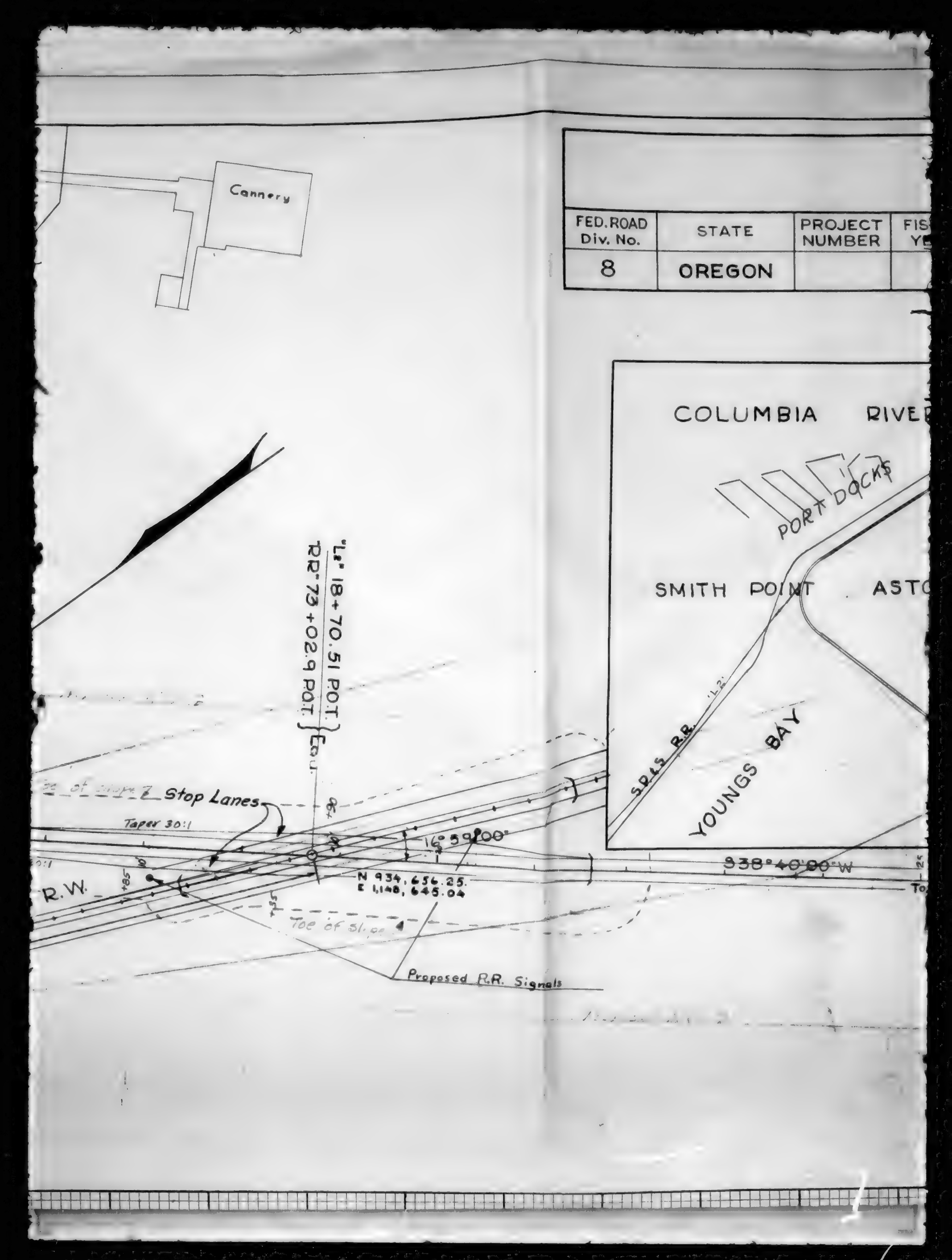
Pile Trestle

R.R.

Property Lines No. Trail

Conc Wall

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS YE
8	OREGON		



				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

COLUMBIA RIVER

PORT DOCKS

SMITH POINT

ASTORIA

S.P.&S. R.R.

YOUNGS BAY

"L" 18+70.51 P.O.T. = RR 73+02.9 P.O.T.

16° 59' 00"

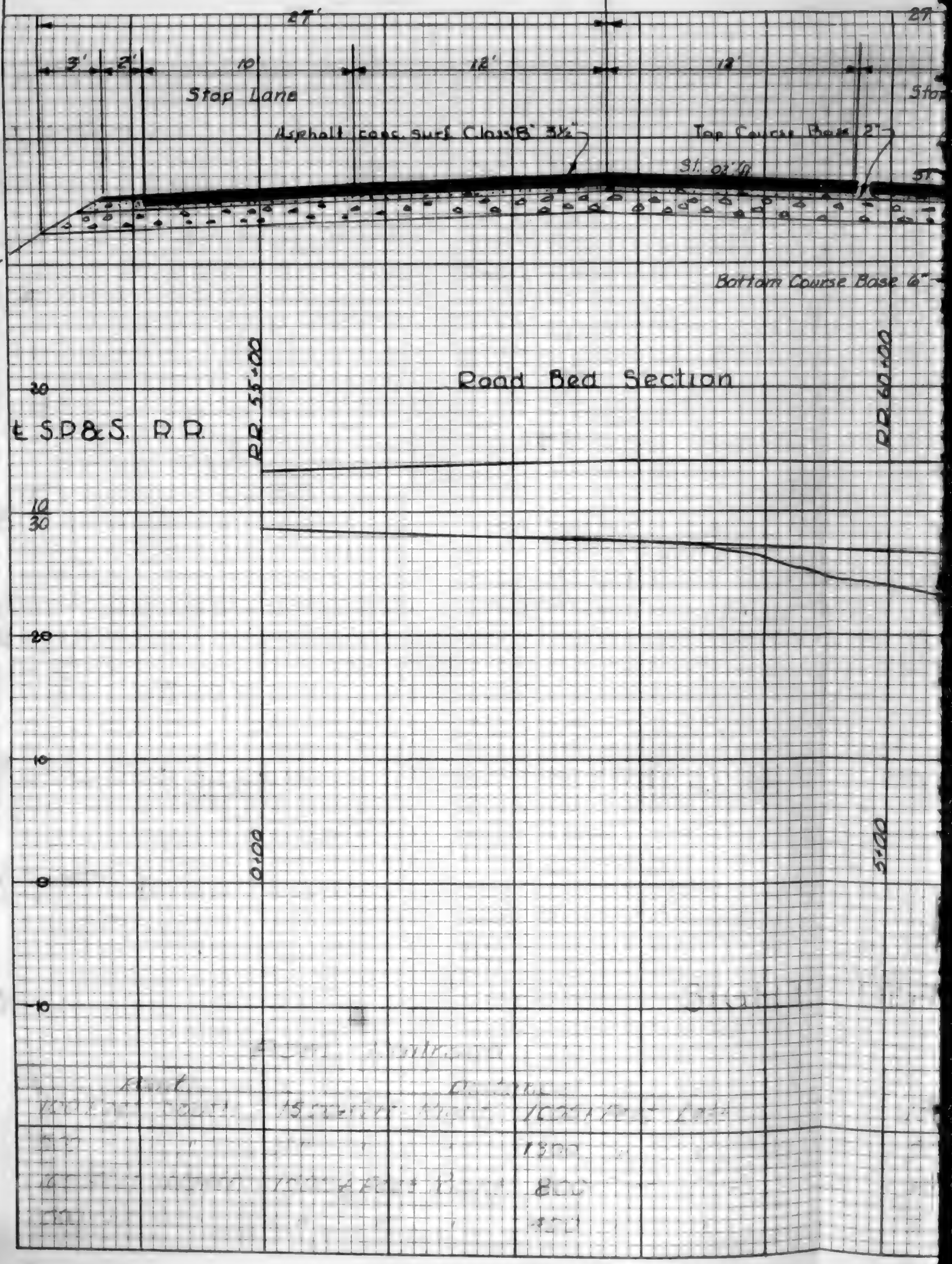
N 934,456.25
E 1,148,645.04

S38° 40' 00" W

To Gearhart

Toe of Slope

Proposed R.R. Signals



ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

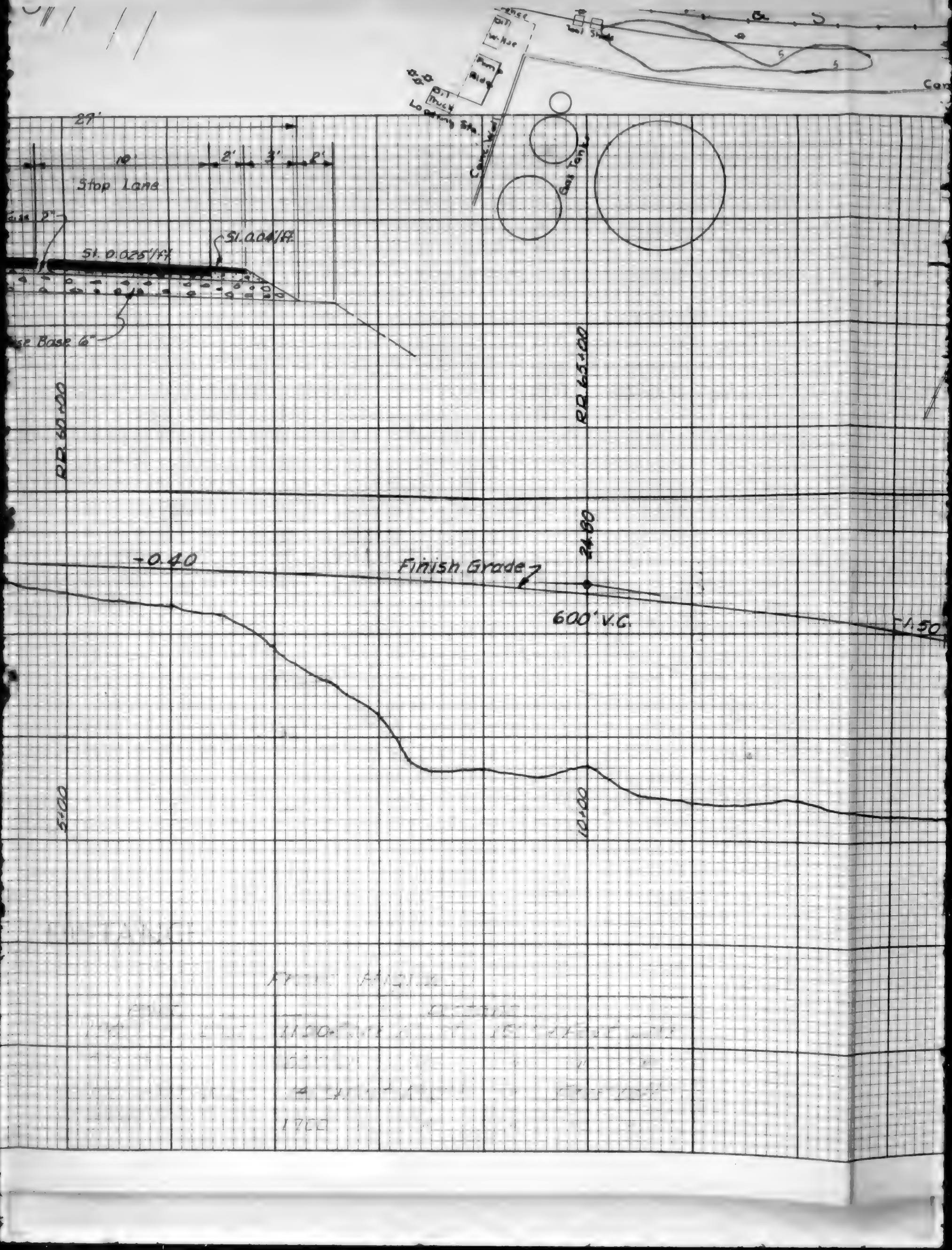
TEMPLATE

AREAS

AREAS CHECKED

DATE

BY


Stop Lane
St. 0.025'/ft.
St. 0.04'/ft.
Finish Grade
600' V.C.
-0.40
-1.50
24.60
RP 64+00
RP 65+00
5+00
10+00

Conc Wall

15+00

RR 70.00

elev. 15.2' — Le 18+70.51 POT. / RR 73+02.9 POT. } Equ

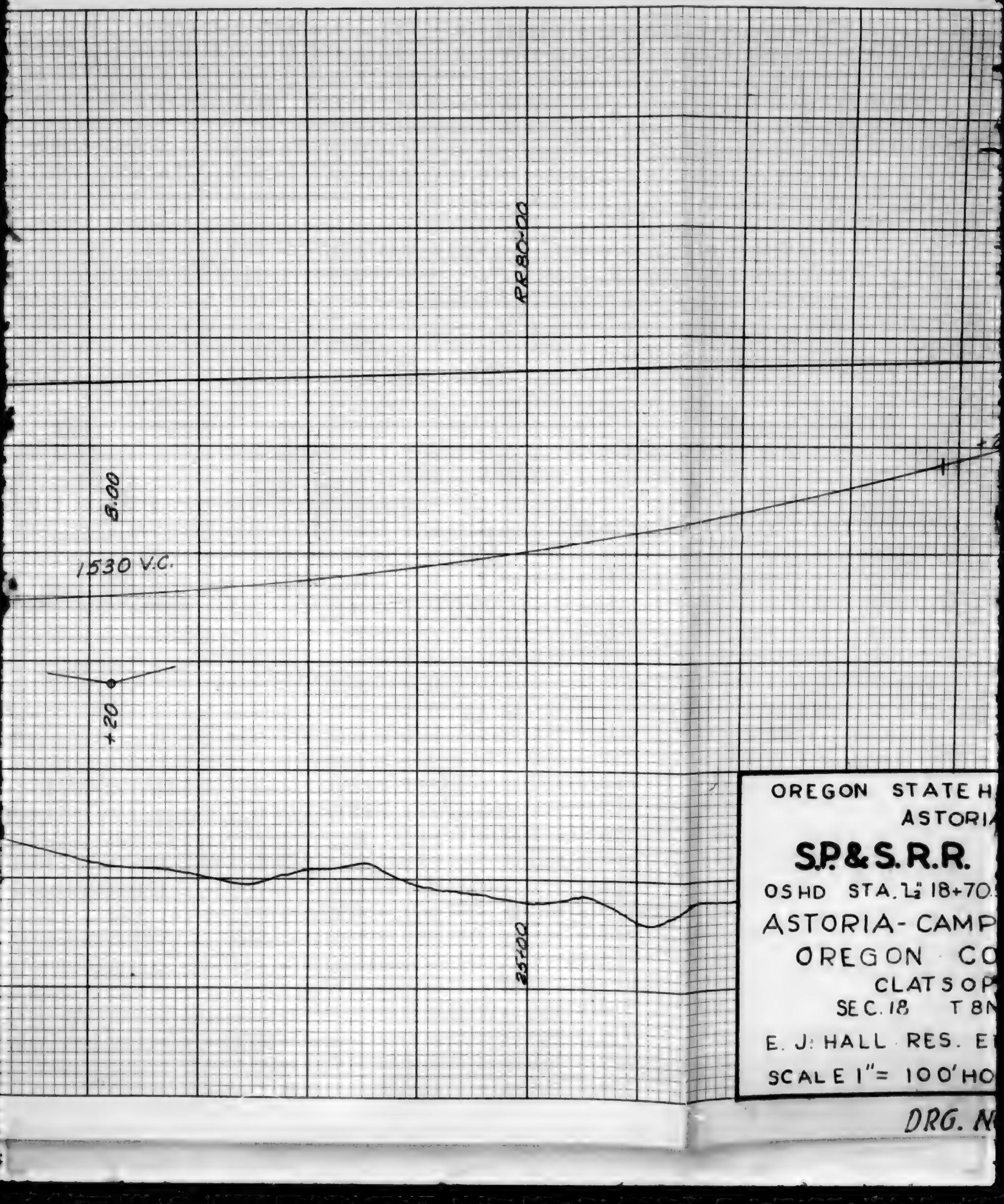
Le 18+70.51 POT. / RR 73+02.9 POT. } Equ elev 15.2'

20+00

RR 75+00

+20

8.00



OREGON STATE H
ASTORIA

S.P.&S.R.R.

OSHD STA. 1½" 18+70.

ASTORIA-CAMP

OREGON CO

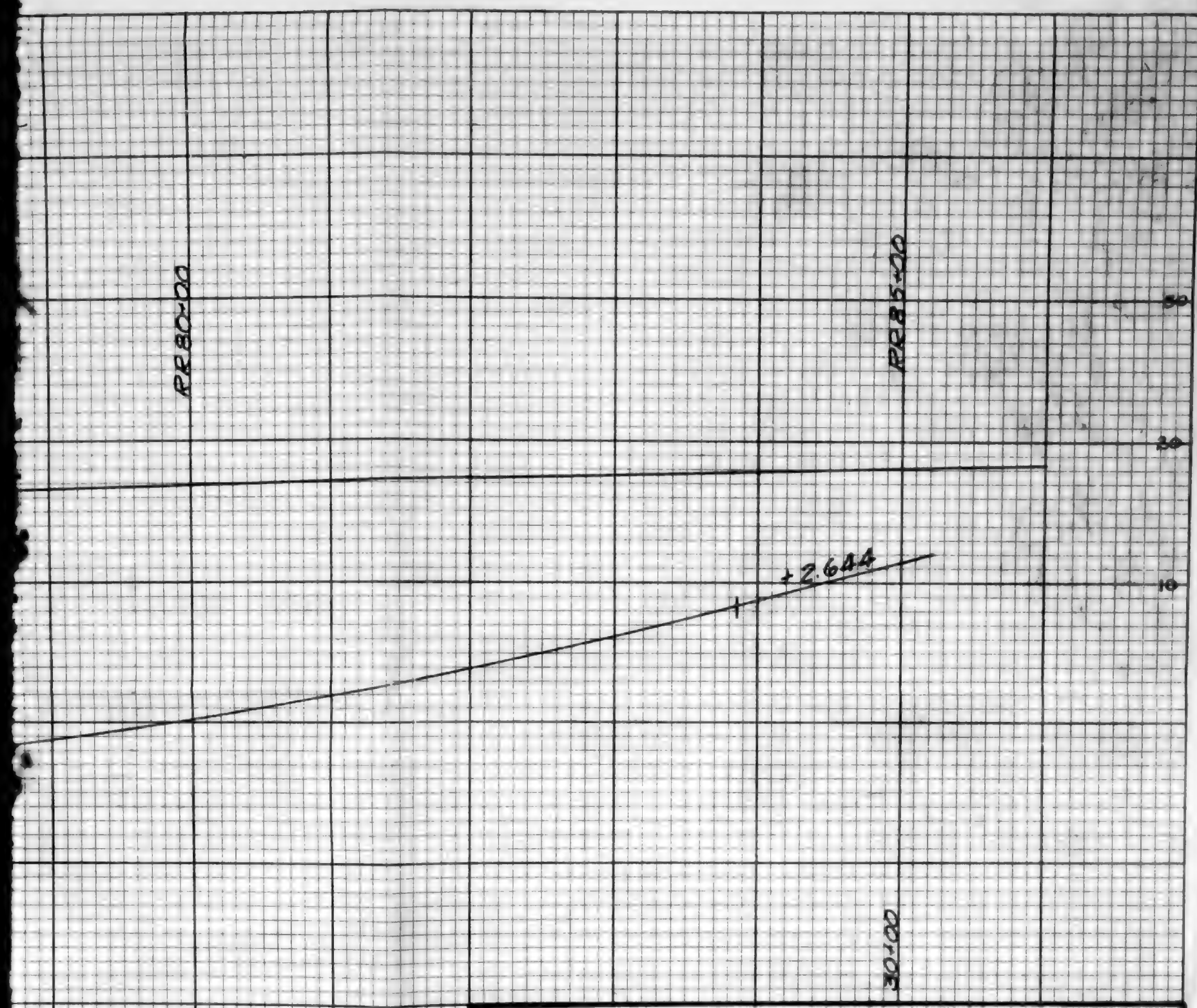
CLATSOP

SEC. 18 T 8N

E. J. HALL RES. E

SCALE 1"= 100' HO

DRG. N



OREGON STATE HIGHWAY DEPARTMENT
ASTORIA-OREGON

S.P.&S.R.R. CROSSING

OSHD STA. L₂ 18+70.51 = R.R. STA. 73+02.9

ASTORIA - CAMP RILEA SECTION
OREGON COAST HIGHWAY
CLATSOP COUNTY
SEC. 18 T 8N R 10W W.M.

E. J. HALL RES. ENG. JUNE 1960
Rev. March 1961

SCALE 1" = 100' HOR. VERT 1" = 10'

DRG. NO. 88-17-21 A

AIS-71-88

RECEIVED
FEB 28 1961
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COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-115(13)
5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 27, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Subject: Right of Way Status
Astoria-Camp Riles
Project
Oregon Coast Highway
Clatsop County

Dear Sir:

This will advise that we are in receipt this date of a Council Resolution and Warranty Deed covering the easement under File No. 32743 - Clatsop County.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:ng

cc Mr. Forrest Cooper ✓
Mr. L. I. Lindas
Mr. R. L. Porter

RECEIVED

RECEIVED
FEB 27 1961
FOR FILING

F-115(13)

#5874

February 27, 1961

Mr. H. F. May, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Dear Sir:

We are mailing you, under separate cover, a copy of the special provisions and plans covering grading work on the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, bids for which are to be received in Salem on March 7, 1961.

The new highway location under this project crosses your tracks at grade at two locations: Highway Station 18+70.51 - R.R. Station 73+02.9 and at Highway Station 123+35.57 - R.R. Station 204+00, as shown on plan sheets 3 and 7. At the crossing near R.R. Station 73, we call for filling around and under your trestle, with piling protection as shown on sheet 2C and typical section indicated on sheets 2, 2A and 2B. You will observe that our grading contractor is permitted a choice of 3 methods of embankment construction at this location and across Youngs Bay.

The special provisions augment our standards for railroad protection, particularly as given on page 28 thereof, and in the accompanying insert titled "Relations With Railroad Company", and our contractor is to provide $100,000-$200,000 protective insurance as set forth therein.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

VGO'N:sw

cc: G. S. Paxson
J. W. DeSousa

RECEIVED
FEB 20 1961
FOR FILING

F-115(13)

5874

February 20, 1961

Mr. Dale F. Curry, Auditor
City Hall
Astoria, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Astoria a fully executed copy of an agreement between the State Highway Commission and the City of Astoria covering the construction on the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in the City of Astoria.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
FEB 21 1961
FOR FILING

F-115 (13)
H 5874

Salem, Oregon
February 20, 1961

Throughway Agreement
N. Unit, Astoria-Camp Riles Section
Oregon Coast Highway
City of Astoria

MISC. CONTRACTS and AGREEMENTS No. 2328

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with the City of Astoria covering construction on the N. Unit, Astoria-Camp Riles Section of the Oregon Coast Highway in the City of Astoria.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Astoria.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Agreement
N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Astoria

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/12/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

ATT.
Ref: 12-12-60 Min. Supp. 329 & 1-25-60 Min. Supp. 22.
Floyd Query

T.8N., R
Sec.

TO ASTORIA

℄210

R.R. R/w Line

EQUATION

121+91.93 P.T.=
120+38.63 P.O.T.

R.R. R/w Line

℄215

Adair

Constr. Easement Line

123+35.57 P.O.T.
R.R. 204+00

42° 43'

Hwy. R/w Line

18" Pipes 120'

10' Stop La

120

50'

S. 52°52'00"W.

50'

℄ Relocated Hwy.
(U.S.-101)

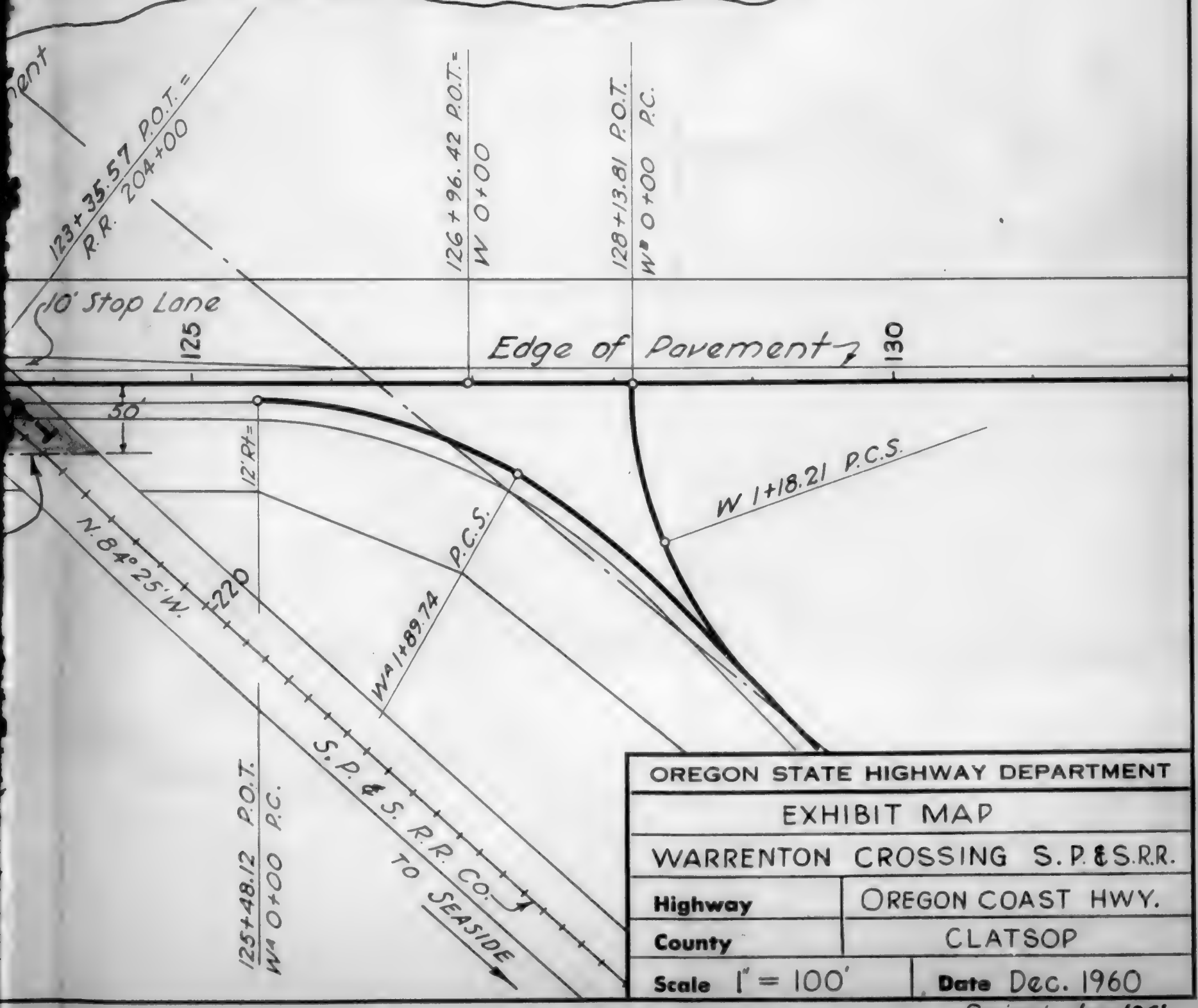
10' Stop Lane

Hwy. R/w Line

Constr. Easement Line

N. 84° 25' W.

T.8N., R.10W.
Sec. 23



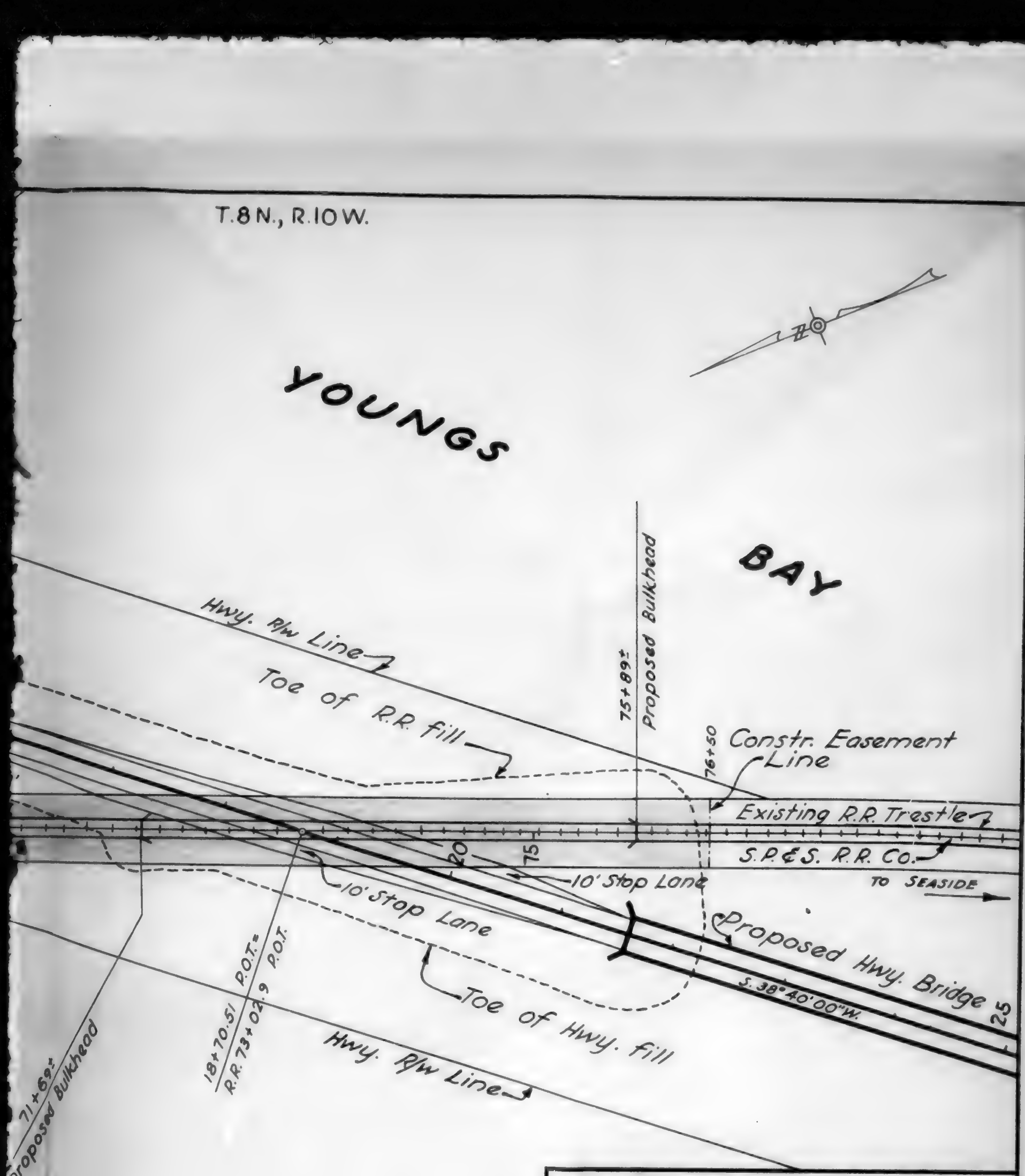
OREGON STATE HIGHWAY DEPARTMENT	
EXHIBIT MAP	
WARRENTON CROSSING S.P.&S.R.R.	
Highway	OREGON COAST HWY.
County	CLATSOP
Scale 1" = 100'	**Date** Dec. 1960

Revised Jan. 1961

IR-5-1457

A 12+48.47 P.C.S.
A 14+48.47 P.T.
10
Edge of Pavement
℄ Relocated Hwy.
(U.S.-101)
15
R.R. R/w Line
16° 59'
P.O.T.
L² 12+90.03
D² 5+00 P.O.T.
S. 21°41'00"W.
Constr. Easement
Line
70+00
71+69±
Proposed Bulkhead
TO ASTORIA
65

T.8 N., R.10 W.



OREGON STATE HIGHWAY DEPARTMENT	
EXHIBIT MAP	
SMITH POINT CROSSING OF S.P.& S. R.R.	
Highway	OREGON COAST HWY.
County	CLATSOP
Scale 1" = 100'	**Date** Dec. 1960

ID-5-1456

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FEB 20 1961
FOR FILING
F-115(13)
5874

2-15-61

Salem, Oregon
February 15, 1961

Throughway Agreement
North Unit, Astoria-Camp Rilea Sec.
Oregon Coast Highway
City of Warrenton

Mr. C. G. Swenson
Engineer County & City Relations
O f f i c e

MISC. CONTRACTS and
AGREEMENTS No. 2356

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of a throughway agreement with the City of Warrenton covering the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in the City of Warrenton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Warrenton.

Secretary

rh
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Agreement
North Unit, Astoria-Camp Riles Section
Oregon Coast Highway
City of Warrenton

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/28/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

RECOMMENDED FOR APPROVAL
Assistant C...

AUTHORIZED BY THE COMMISSION
DATE 2-12-60 Minutes 33938 & 1-28-60 Minutes 22
Secretary

RECEIVED
FEB 15 1961
FOR FILING

F-115(13)
5874

Spec

February 15, 1961

Mr. E. R. Baldwin
Auditor and Police Judge
City of Warrenton
Warrenton, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Warrenton a fully executed copy of a Through-way Agreement between the State Highway Commission and the City of Warrenton covering the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in the City of Warrenton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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MAR 27 1961
FOR FILING
F-115(13)
#5874

Salem, Oregon
February 10, 1961

9 1738

File 31775
Astoria-Camp Rilea Section
Oregon Coast Highway
City of Astoria

Mr. Walter T. Wright
Right of Way Engineer
O f f i c e

Attention Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are two fully executed copies of a Lease & Sale of Road Materials Agreement with the City of Astoria covering property on the Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County.

A conformed copy of the above lease has been retained in this office.

Secretary

rn
Attach: 2

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1961

SUBJECT: File 31775
Astoria-Camp Rilea Section
Oregon Coast Highway
City of Astoria

To: Mr. Floyd Query
Secretary, State Highway Commission
O F F I C E

On Page 15 of the Right of Way Resolution of November 3, 1960, the Highway Commission approved the leasing of a material source from the City of Astoria. The proposed lease, as signed by the City of Astoria, is attached in triplicate.

As submitted, the lease bears the approval of the Staff Attorney, Chief Counsel, and Deputy or Assistant State Highway Engineer. When it is fully executed, will you please return the original and duplicate fully executed copies to this office for further processing.

EARL F. SALING
Right of Way Office Manager

EFS:ls
Attach: Lease in triplicate

cc: Mr. William H. Cunningham
City Manager
Astoria, Oregon

11-3-60 R/W Resolution Page 15
Floyd Query
Secretary

RECEIVED
FEB 16 1961
FOR FILING
(F-115(13)
5874

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

February 10, 1961

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project F-115(13)

We have today approved the P. S. and E. documents for Oregon Project F-115(13), North Unit, Astoria-Camp Rilea Section, Oregon Coast Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending the submission of a satisfactory railroad agreement.

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FEB 10 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-115 (13)

5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 9, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Subject: Right of Way Status
Astoria-Camp Rilea
Project
Oregon Coast Highway
Clatsop County

Dear Sir:

Rights of entry have not been obtained on two files needed for this project, which is tentatively scheduled for March 7 bid opening.

File No. 32743 - Clatsop County.
The need for this minor taking for channel change was discovered on January 27, 1961. Insufficient time has elapsed to permit its negotiation; however, no difficulty is anticipated. The value is nominal, and we expect to have the file closed prior to the date of bid opening.

File No. 30944 - Spokane, Portland & Seattle Railway Company.
I am advised by Mr. Paxson that a tentative draft of this crossing agreement has been approved by the Railroad and that the signed document will be in hand at an early date.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. R. L. Porter

NOTED

RECEIVED
FEB 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
GEO. GIBB
PORTLAND AND SEATTLE RY
15 1961
FOR FILE

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

F. 115 (13)
F 5874

February 9, 1961

Mr. G. S. Paxson
Asst. State Highway Engr.
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

I have your letter of February 7, 1961, which more or less covers certain matters discussed in my office on Monday afternoon, February 6th, relative to the draft of an agreement covering the grade crossings at Smith Point and at Warrenton on the Astoria-Camp Rilea section of US Hwy. 101 in Clatsop County.

It will be impossible for this office to furnish you with the estimates you have requested for at least two or three weeks due to other work that is now before us. At the time I told you that a construction agreement could be prepared in a matter of three weeks for execution on part of the Oregon State Highway Commission, I did not realize that these estimates would have to accompany the agreement in the form of an exhibit. Therefore, it might be well if the Highway Department postponed the letting date on this particular work.

Very truly yours

H. F. Moy

Chief Engineer

HFM-c

8/1/61 Called Mr. Paxson. Advised him agreement will be delayed at least 10 days.

RECEIVED
FEB 10 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1961
FOR FILING

F-115(13)
5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Warrenton

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/28/60.

John D. Graham
John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

cc: D. J. Barbee
W. T. Wright
V. D. Wolfe

NOTED
V. D. WOLFE

RECEIVED
1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1961
FOR FILING
F-115(13)
#5874

February 7, 1961

Mr. H. F. Moy
Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Astoria-Camp Rilea Section

Dear Sir:

I left with you yesterday a suggested draft of an agreement covering the grade crossings at Smith Point and at Warrenton on the Astoria-Camp Rilea Section of US101 in Clatsop County. You were to draw up an agreement between the State and your company covering the matter which would include an estimate of the railroad costs which would be reimbursable. I find that I will need these costs sometime before Friday of this week in order to program the project with the U. S. Bureau of Public Roads.

I talked to your office today concerning this, and I would greatly appreciate having an estimate of these costs in sufficient breakdown so that the various items of cost can be set up. This estimate, of course, will be one of the exhibits of the agreement when it is completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ms

cc to: Mr. W. C. Williams

RECEIVED
FEB 8 1961
FOR FILING

F-115 (13)
F 5874

Salem, Oregon
February 7, 1961

Astoria-Camp Rilea Section

Memo to Files

The attached draft of an agreement covering the grade crossings at Smith Point and Warrenton was left with the S. P. & S. Railway February 6, and they are to put this agreement in final form and promised delivery to us within two weeks.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSPtae

AGREEMENT BETWEEN STATE OF OREGON AND SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY COVERING TWO GRADE CROSSINGS OF THE RAILWAY COMPANY'S TRACKS BY THE OREGON COAST HIGHWAY, US101, BETWEEN ASTORIA AND CAMP RILEA IN CLATSOP COUNTY

THIS AGREEMENT, made and entered into this _____ day of _____, 1961, between the State of Oregon, through the Oregon State Highway Commission, hereinafter called "State", and the Spokane, Portland and Seattle Railway Company, a corporation organized and existing under the laws of the State of Washington with principal offices in Portland, Oregon, hereinafter called "Railway".

RECITALS:

WHEREAS, the State proposes to construct a section of the Oregon Coast Highway, US101, between Smith Point in Astoria, Oregon and Camp Rilea, all being in Clatsop County, Oregon; and

WHEREAS, said section of highway will cross tracks of the Railway at two points, the most northerly crossing being at Railway Station 73+02.9 and Highway Station 18+70.51, hereinafter called "Smith Point Crossing", as shown upon Oregon State Highway Department's exhibit map 1R-5-1456, dated December 1960, marked "Exhibit A", and which is attached hereto and by this reference made a part hereof, and the southerly crossing being at Railway Station 204+00 and Highway Station 123+35.57, hereinafter called "Warrenton Crossing", as shown on Oregon State Highway Department's exhibit map 1R-5-1457, dated December 1960 and revised January 1961, marked "Exhibit B", and which exhibit is attached hereto and by this reference made a part hereof; and

WHEREAS, the construction of these grade crossings is to be done in two stages: (1) the construction of the embankment for the highway; and (2) the placing of the pavement thereon. It is intended

that approximately one year will elapse between the construction of the embankment and the completion of the highway pavement; and

WHEREAS, the grade crossings in this project have been considered by the Oregon State Public Utility Commissioner and have been authorized by his orders Nos. 37512 and 37639.

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as follows:

SMITH POINT CROSSING:

THINGS TO BE DONE BY STATE:

1. State shall, at its own cost, construct an embankment to the bottom of the stringers of Railway's bridge between Railway Station 71+69 and Railway Station 75+89.

2. State, at its own cost, shall protect the piles of the Railway's bridge by timber sheathing or other approved method during the construction of the embankment.

3. In the second stage of construction, State, at its own cost, shall complete the embankment to the bottom of Railway's ballast, using crushed rock or gravel.

4. After Railway has completed laying of its ties and track and completed its ballasting operations, State shall, at its own cost, pave its roadway across Railway's right of way and track.

5. State shall install advance warning signs in accordance with Oregon Public Utility Commissioner's Order No. 37512.

6. After completion of the project, State shall, at its own cost, maintain the embankment, the pavement, the advance warning signs and continuous flashing light and other highway facilities.

7. State shall reimburse Railway for all extraordinary and unusual maintenance in excess of maintenance normally necessary on comparable portions of Railway's track for a period of one year following the completion of the project.

8. State shall reimburse Railway for its cost in carrying out "Things To Be Done By Railway" as detailed hereinafter.

THINGS TO BE DONE BY RAILWAY:

1. Railway, at cost of State, shall construct pier bents and bulkheads at approximately Railway Station 71+69 and Railway Station 75+89 in accordance with standard plans of railway end bents of trestles.

2. Railway, at cost of State, shall relocate and protect its electric power lines and communication lines.

3. After completion of the embankments and upon notice from State that paving operations are to begin, Railway, at cost of State, shall remove stringers and caps of that portion of its railway trestle which is to be replaced by embankment.

4. Railway, at cost of State, shall furnish and place treated ties, rails and grouted ballast across that portion of Railway's track to be covered by pavement and pavement shoulders and shall provide adequate headers or guardrails for retention of highway pavement alongside of rails.

5. Railway, at cost of State, shall furnish and maintain such watchmen and flagmen as considered necessary for protection of Railway's operation.

6. Railway, at cost of State, shall furnish and install at the crossing two P.U.C. standard No. 2-B flashing light signals equipped with gongs.

7. After completion of the project, Railway shall, at its own cost, operate and maintain the flashing light signals at the crossing covered by Article 6 of "Things To Be Done By Railway".

8. After completion of the project, Railway shall maintain its track, ties, ballast, crossing signals and other facilities subject to reimbursement by State for unusual maintenance occurring in a period of one year after completion of the project, as specified in Article 7 of "Things To Be Done By State".

WARRENTON CROSSING:

THINGS TO BE DONE BY STATE:

1. State, at its own cost, shall construct its embankment and pavement across track of Railway.

2. State shall install advance warning signs as provided in P.U.C. Order No. 37639.

3. After completion of the project, State shall maintain its embankment, pavement, advance warning signs and all highway facilities.

4. State shall reimburse Railway for all unusual or extraordinary maintenance in excess of that normally necessary on comparable sections of Railway's track for a period of one year after completion of project.

THINGS TO BE DONE BY RAILWAY:

1. Railway shall, at expense of State, install treated timber ties and grouted ballast over that portion of its track to be covered by pavement and pavement shoulders, and shall provide adequate headers or guardrails for retention of highway pavement alongside of rails.

2. Railway, at cost of State, shall furnish and install two

P.U.C. standard No. 2-B flashing light signals equipped with gongs at the crossing.

3. Railway shall, at expense of State, furnish such watchman and flagmen as it might deem necessary to protect its operations.

4. After completion of the project, Railway shall maintain its roadbed and track and all other railway facilities, subject to reimbursement by State for unusual maintenance occurring in a period of one year after completion of the project, as specified in Article 4 of "Things To Be Done By State".

5. After completion of the project, Railway shall, at its own cost, operate and maintain the flashing light signals covered in Article 2 of "Things To Be Done By Railway".

GENERAL PROVISIONS:

1. During the period of construction the State shall cause the contractor or contractors, before commencement of any work, to carry Railroad Protective Public Liability and Property Damage Insurance in the name of the Railway Company in the form agreed upon by the Association of American Railroads and the American Association of State Highway Officials in 1958, and with limits as follows:

	Each Person	Each Occurrence	Aggregate
Coverage A:			
Bodily Injury Liability	$100,000	$200,000	Not applicable
Coverages B & C:			
Property Damage Liability and Physical Damage to Property	Not applicable	$100,000	$200,000

Employees of the Railway Company loaned or assigned to the State's contractor for flagging, and other protective services, are to be considered employees of the State's contractor for liability purposes.

The policy must be written by a reliable and well-rated insurance company acceptable to the Chief Engineer of Railway. A certified copy of the policy shall be submitted to the Chief Engineer of Railway for approval before any work under this agreement is commenced. When approved, it shall be retained by Railway, and the State's contractor notified of the approval and authorized to enter on Railway's property.

The policy shall provide for notice to the Chief Engineer of Railway at least thirty days in advance of cancellation.

2. All work of construction, operating and maintaining said highway whether by a contractor or otherwise shall be carried on in a manner satisfactory to the Chief Engineer of Railway, or his duly authorized representative, and so that it will not interfere with the use by Railway of its tracks, right of way or other property, and so as to conform with all laws and regulations properly applicable thereto.

3. The State and its contractors shall comply with the rules and regulations governing, or promulgated by, Railway and the instructions of its representative, in relation to the proper manner of protecting the tracks and property of Railway and the traffic moving on such tracks, as well as the wires, signals, and other property of Railway, its tenants or licensees at and in the vicinity of the work during the period of construction. The State and its contractor, subject to the supervision and control of Railway's Chief Engineer, or his duly authorized representative, shall perform the work in such manner and at such times as that the said work shall not endanger or interfere with the safe operation of the tracks and property of Railway and the traffic moving on such tracks, as well as wires, signals, and other property of Railway, its tenants or licensees at or in the vicinity of the work.

4. The State or its contractor in the course of its construction, operation and maintenance shall not interrupt or disturb the drainage upon Railway's property without the prior approval of the Chief Engineer of Railway. The State, at its own cost and expense, shall make all changes necessary to maintain the drainage on Railway's property in substantially the same condition as before commencement of work.

5. In the event the work of the State or its contractor during construction, operation and maintenance of the highway should cause damage to Railway's roadbed, track, structures, wires, signals or other properties the State shall reimburse Railway for all costs of labor and materials required to repair such damage, promptly upon the rendition of bills therefor.

6. Upon completion of project, all equipment and outfit, surplus and refuse material, will be promptly removed from Railway's property and said property will be left in orderly condition to the satisfaction of the Chief Engineer of Railway.

7. Notwithstanding anything herein contained, it is an express condition of this agreement that no act of Railway in supervising or approving any work under this agreement shall reduce or in any way affect the liability of the State for damage which may result from the construction, operation and maintenance of its highway upon the property of Railway.

8. Railway shall submit bills to State covering all items of cost which are reimbursable under this agreement. Such bills shall be in accordance with the terms of Bureau of Public Roads Policy and Procedure Memorandum 30-3 and amendments thereto, and State agrees to

promptly reimburse Railway for such reimbursable costs. The estimated Railway's reimbursable cost is shown on "Exhibit C" attached.

IN WITNESS WHEREOF, the parties hereto have duly executed this agreement in duplicate as of the day and year first herein written.

SPOKANE, PORTLAND AND SEATTLE
RAILWAY COMPANY

By_____
Vice President

Attest_____
Secretary

APPROVED:

_____
Assistant State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

_____
Assistant Counsel

ATTEST:

_____
Secretary

STATE OF OREGON, by and through
its STATE HIGHWAY COMMISSION

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

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F-115(13)

#5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1961

SUBJECT: Smith Point and Warrenton Crossings

To: G. S. Paxson
Assistant State Highway Engineer
State Highway Building
Salem, Oregon

O F F I C E

I have looked over your draft of the agreement relating to the Smith Point and Warrenton crossings. I have made a few minor changes, which may possibly help the draft.

I note that nothing is said in the draft about the conveyance to us of the easement over the right of way of the railway; probably you take care of this matter by letter.

If your girl should have any trouble following my pencils suggesting changes, I will be glad to assist her.

GLEN V. SORENSEN
Staff Attorney

GVS:ch

NOTED
G. S. PAXSON

RECEIVED
FEB 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1961
FOR FILING

F-115(13)

#5874

Salem, Oregon
February 2, 1961

Mr. Tom Edwards
Mr. F. B. Crandall
Mr. J. D. Walker

The Public Utility Commissioner's orders authorizing the grade crossings at Smith Point and Warrenton where US101 will cross the Spokane, Portland & Seattle Railway's tracks require that the State install flashing yellow-light advance warning signs at such distances from the crossing as we deem necessary for the safe control of traffic, one to be on each side of the crossing facing oncoming traffic. This order was caused by testimony at the hearings concerning the fog conditions that often exist. The Railway Company is required to maintain and operate the flashing light signals at the crossing itself so it would not be convenient to tap into its power supply. Perhaps we can operate these by batteries.

I would ask that Mr. Crandall advise you so that the proper specifications can be incorporated in our paving contract, which is now scheduled for 1963.

G. S. Paxson
Assistant State Highway Engineer

GSPtse

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1961

SUBJECT: Pux 366 - Warrenton G-Xing
S.P.& S. Co. - Clatsop County

To: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. I. A. DeFrance
Mr. J. D. Walker (2)
Mr. J. W. Nash (3)
Mr. H. B. Simpson
Mr. W. J. Byars

Herewith I hand you copy of Order No. 37639 issued by the Public Utility Commissioner, under date of January 25, 1961, relative to the above-titled matter.

In this proceeding it was strongly contended by the respondent, Spokane, Portland and Seattle Railway Co., that the Highway Commission should reimburse the railroad company for the expense of maintenance of the automatic signals and other railroad facilities. The order places responsibility for the maintenance of the signals and other railroad facilities on the railroad company. This is in accordance with the position taken on behalf of the Highway Commission at the hearing.

One feature required in this crossing, which will apply equally to the Smith Point Crossing although not specifically called to attention in my letter transmitting a copy of the order, relates to the continuous flashing yellow light advance warning signs along the highway. These are to be installed at the expense of the State. I assume that it is the intention, and will be the actual practice, that these signals be activated and maintained by this department, entirely separate from the signals at the crossing which are to be maintained by the railroad company and activated by rail movements.

J. W. DeSouza
J. W. DeSOUZA

JWD:ks

cc: Pux 367

NOTED
FORREST COOPER

Order #37639

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 131

In the matter of the application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of SPOKANE, PORTLAND and SEATTLE RAILWAY COMPANY, on the revised location of the Oregon Coast Highway, known as the WARRENTON GRADE CROSSING project in the West half (W½) of Section 23, Township 8 North, Range 10 West, W.M. in Clatsop County, Oregon.	ORDER

The above entitled matter was duly heard on August 10, 1960, at Astoria, Oregon, before Charles E. Leierer, Examiner, representing the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Attorney General, Salem, Oregon
In behalf of Oregon State Highway Commission

G. S. Paxson, Assistant State Highway Engineer, Salem, Oregon
In behalf of Oregon State Highway Commission

For Respondent:

John A. Reuling, Attorney
Portland, Oregon
In behalf of Spokane, Portland and Seattle Railway Company

For Commissioner:

C. E. Jaqua, Utility Engineer, Public Utility Commissioner of Oregon
Salem, Oregon

Interested Parties:

Mrs. William Hendrickson, Citizen
Astoria, Oregon

On April 15, 1960, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Petitioner, filed its Petition for P.U.C. authority to construct a crossing at grade with the tracks of Spokane, Portland and Seattle Railway Company, hereinafter referred to as Respondent or Railroad, on the revised location of the Oregon Coast Highway in Section 23, Township 8 North, Range 10 West, W.M., in Clatsop County.

Among other things, the Petition proposes that such crossing be protected by two Commissioner's standard No. 2 automatic electric signals, equipped with gongs, and that advance warning signs be placed on the highway.

Respondent filed its Answer on or about July 29, 1960. The Answer concurred in the proposals concerning the construction of the crossing but in substance alleged that Respondent should be reimbursed by Petitioner for the installation of preservative treated ties and grouted ballast along that portion of the track covered by the highway crossing and the headers and guardrails for retention of the highway pavement and also for the maintenance of the railway tracks, ties, ballast, automatic electric signals and other facilities after the construction of the crossing. The Petitioner alleges that such matters should be done at the expense of the Railroad.

The matter was set for hearing at the time and place aforementioned and notice thereof given pursuant to the Rules and Regulations of the Commissioner.

Petitioner and Respondent agreed that the instant case and a companion case, SXF-130, set for hearing immediately preceding this matter could be considered together insofar as evidence and arguments in one case might affect or have some bearing on the other and including any statements made by interested parties.

Evidence was adduced on behalf of the Petitioner, Respondent Railroad, Commissioner and Interested Parties, the hearing was completed and the matter submitted for determination. Based upon such evidence and record it is found that:

Official notice was taken of P.U.C. Order No. 36812 issued September 17, 1959. This case involved an agreement by Washington County with Oregon Electric Railway Company and is not germane to the issues here involved.

The State Highway Commission is authorized to file a Petition on behalf of the State of Oregon by virtue of ORS 366.205. The instant Petition is filed under the provisions of ORS 763.010 to 763.100.

The Petitioner has determined to relocate and construct a portion of the Oregon Coast Highway between Astoria and Camp Rilea. This relocation is such that in connection therewith it is necessary and desirable to construct a new crossing of the Railroad's track and right of way.

The proposed crossing is within the city limits of the City of Warrenton in Clatsop County. The crossing will be at a point in the west half of Section 23, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon, designated as O.S.H.D. Sta. 123+35.6=R.R. Sta. 217+61.1 on Exhibit "A" attached to and made a part of the Petition filed herein. The correct stationing has

been determined to be O.S.H.D. Sta. 123+35.6 = R.R. Sta. 204+00. Such crossing has been denominated "Warrenton Grade Crossing Project".

The angle of intersection of the center line of the highway with the center line of the railroad at the crossing will be 42°43" in the northeast and the southwest quadrants.

The highway is tangent on both sides of the crossing for a distance in excess of 300 feet in both directions. A traffic interchange which will provide access to and from the new section of highway with a highway connection to Warrenton is located southwesterly of the crossing. The directional center lines of the two highways which are a part thereof will merge approximately 200 feet southwest of the crossing. Vehicles traveling on the Warrenton highway connection will be traveling parallel to the railroad. However, traffic entering the proposed highway from the Warrenton connection will be required to come to a complete stop. At that point the railroad crossing is visible.

There is nothing in the alignment of the highway or the railroad which would obscure the visibility of the crossing signals to motorists approaching the crossing on the proposed highway at any point up to at least 500 feet from the crossing in each direction. Further, there is nothing in the alignment of the highway or railroad which would obscure the visibility of the crossing signals to motorists entering the proposed highway from the Warrenton interchange at any point less than 200 feet from the crossing.

By Commissioner's Order No. 35053 effective December 27, 1956, the maximum speed of trains in Warrenton between the east city limits and the south city limits was set at 20 miles per hour. The proposed crossing is within this area. There is no evidence to indicate that a slower speed is required at this crossing and no such recommendation has been made by the representatives of the Commissioner.

Only freight trains will be using the crossing. The average size of the train movements will be 10 to

15 cars. Present schedule of trains consists of one scheduled train per day, six days a week. There are no trains scheduled for Sunday. The scheduled train moves from Astoria to Seaside one day and the return of that train is made to Astoria the following day. There are no switching movements made over this crossing at the present and none are contemplated in the near future. The schedule movements are made during normal working hours. Except in the winter time, all movements will be made during daylight hours.

It is estimated that an average of 4,750 motor vehicles per day will be using the crossing. The heaviest traffic will be during the morning hours. The proposed highway giving rise to the necessity for this crossing is a new portion of highway over which the motor vehicle speed limit has not been established.

The highway grade approach towards the crossing will be a descending grade of 1.20% from the northeast and a descending grade of 0.04% from the southwest.

Approaching trains are visible from all points on the highway in the vicinity of the crossing for distances sufficient to assure the safe stopping of vehicles when necessary, the severest restriction to visibility being in the northeast quadrant where a train is obscured from view by brush from a point on the highway 500 feet northeast of the crossing when such train is approximately 300 feet east of such crossing. The obstruction is a considerable distance off the right of way line of the highway on private property. The Petitioner does not propose to remove this obstruction.

The weather conditions which prevail in the area of the crossing can on occasion greatly reduce motorist's visibility of the crossing or approaching trains. At times the area is covered with dense fog. High winds occur periodically throughout the year. During the winter there is considerable rain which may prevail for long periods of time. These factors contribute to reduce visibility of motorists traveling in this area.

The testimony of qualified witnesses justifies the need for installation of flashing light signals and electrically operated gongs at the crossing to provide

a warning of approaching trains, and to assure that such devices afford adequate protection for the crossing. Also, in view of the weather conditions prevailing in the area of the crossing, advance warning signs of continuous flashing light type are advisable.

The crossing is in close proximity with the water line of Youngs Bay. The highway will extend out and over Youngs Bay on a new embankment. The ground in this area is soft and marshy.

The highway and over the crossing will be surfaced with a 24' concrete pavement and a 10' wide oil mat shoulder on each side. The installation of steel headers on the gauge side of the rails to provide flangeways and contain the surfacing material is recommended by the Petitioner and Railroad.

Because of the nature and cost of construction, the location of the highway, the nature of the soil in the area and the small volume of rail traffic over the crossing, construction of the crossing at the designated point, other than at grade, is impractical and uneconomical.

During the course of the construction of the highway embankment between the instant crossing and the proposed new Youngs Bay bridge and before signals are installed it will be necessary to transport a considerable amount of construction material over the Respondent Railroad right of way and track. It is proposed that such material cross the tracks at the proposed grade crossing over the present tracks and ties. This traffic will be entirely construction traffic under control of Petitioner's Engineers. If the Railroad deems it necessary to have flagmen at the crossing for protection of rail traffic, the Petitioner proposes to reimburse Respondent Railroad for this expense.

Petitioner proposes to perform all of the construction work at the crossing with certain exceptions and after construction maintain the highway appurtenances and facilities including pavement between the rails at the crossing and install and maintain advance warning signs on the highway at its expense. The Petitioner further proposes that subject to reimbursement by the

Petitioner the Railroad should furnish and install two Commissioner's standard No. 2 automatic electric signals equipped with gongs, one on each side of the rails, and provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the construction and improvement of the crossing and the construction of the highway embankment beyond the crossing. Further, that the Railroad should at its own expense provide and install preservative treated ties and grouted ballast along that portion of the track covered by the highway crossing and provide adequate headers or guard rails for retention of the highway pavement and after construction of the crossing maintain the railway tracks, ties, ballast, automatic electric signals and other facilities.

From the foregoing it is concluded that the construction of the crossing at grade as requested by the Petitioner is necessary to the improvement and revision of the highway in the area, is in the public interest and the application should be granted.

The proper protection of traffic at the proposed crossing and the public safety generally, require that the crossing be guarded by automatic flashing electric light warning signals equipped with gongs of a type approved by the Commissioner with flashing yellow light advance warning signs along the highway on both approaches to the crossing; it is therefore

ORDERED that the Petition of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade with the tracks of Spokane, Portland and Seattle Railway Company in the City of Warrenton, Clatsop County, in Section 23, Township 8 North, Range 10 West, W. M., be and the same is hereby granted; and it is further

ORDERED that the construction shall be done in a good and workmanlike manner in accordance with accepted engineering practice and in conformity as to

location as corrected herein, elevation, angles of intersection and grades as shown on the plan and profile submitted with the application and by reference made a part thereof; and it is further

ORDERED that the crossing be surfaced with asphaltic concrete as in the proposed plan in such manner as to make a safe and level crossing for the full traveled width of the roadway and in conformity with the adjacent sections of the roadway; and it is further

ORDERED that Petitioner or its agents or contractors shall have and it is hereby granted the authority to cross the tracks of Respondent Railroad with its construction vehicles during the period of construction of the crossing and highway embankment beyond the crossing over the present rails and ties before signalization of the crossing is accomplished and Petitioner shall reimburse Respondent for such watchmen or flagmen as may be necessary to protect rail traffic upon the railway during construction of the crossing; and it is further

ORDERED that Petitioner shall install continuous flashing yellow light advance warning signs along the highway at such distances from the crossing as Petitioner deems necessary for the safe control of traffic, one on each approach to the crossing facing the oncoming traffic; and it is further

ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, is directed to install at said crossing, upon its completion and to be operated simultaneously with the opening of said crossing to public highway use, two Commissioner's standard No. 2 flashing light signals equipped with gongs, one on each side of the crossing; and it is further

ORDERED that flashing light signals and gongs at the crossing be activated through track circuits or other electronic controls in such manner as to provide a warning, by flashing lights and sounding gong, for a period of not less than 20 or more than 30 seconds prior to the arrival at the crossing of an oncoming train that

is traveling at the highest speed permissible (20 miles per hour) over the track on which it is approaching; and it is further

ORDERED that before installation of the signals, Respondent Railroad shall submit to the Commissioner for his approval a diagram of the tracks circuiting plan and signal control details proposed for installation; and it is further

ORDERED that Respondent Railroad provide and install preservative treated ties, grouted ballast along that portion of the highway covered by the highway crossing and provide adequate headers and guardrails for retention of the highway pavement, provided, however, that Petitioner shall reimburse Respondent for any grouted ballast which is required; and it is further

ORDERED that the Petitioner shall maintain its advance warning signs, the approaches to the crossing and the asphaltic concrete roadway surface between the tracks and on each side thereof; and it is further

ORDERED that Respondent Railroad shall, after construction, maintain the flashing light signals and gongs, its tracks, ballast, ties, headers and other railroad facilities; and it is further

ORDERED that for the purpose of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon, the designation 5A-104.30 shall be assigned to the crossing, and that Respondent Railroad shall install and thereafter maintain the crossing designation on a signal mast at the crossing.

Made and entered this 25th day of January, 1961.

Joel C Hall
Public Utility Commissioner

(SEAL)

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FORM E-30 EOM 2-60 26110

F-115(13)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1961

SUBJECT: R/W File 30944 - S. P. &. S. R. R. Comapny
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Clatsop County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 copies of revised descriptions, dated January 24, 1961, and 4 prints of revised Exhibit Map 1R-5-1457, dated January 1961, concerning a crossing easement from the S. P. & S. Railroad Company on the subject section.

The only change involved was the revision of the Railroad intersection Station.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: Mr. W. T. Wright

RECEIVED
JAN 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 23 1961
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E-115(13)
#5814

January 20, 1961

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Astoria-Camp Rilea Section
Oregon Coast Highway

Dear Sir:

Under date of January 11, you wrote questioning the railroad stationing at the intersection of the railroad and new highway in Warrenton. I have had this rechecked by our field forces, and I am attaching a copy of Mr. Walker's report, together with a print from our field notes.

I am also enclosing a print from our right-of-way map, Drawing 8B-17-4, which shows the position of the northwest corner of the Savery D.L.C., which is approximately 380 feet southwest of the intersection.

We believe that the stationing of RR204+00 is correct.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ms

cc to: Mr. W. C. Williams

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FORM [illegible] 29395

F-115(13)

5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1961

SUBJECT: Astoria-Camp Rilea Section
Oregon Coast Highway

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
D e p a r t m e n t

In regard to the railroad stationing at the intersection of the centerline of the subject section with the railroad in the vicinity of Warrenton, we have had the field crew make a recheck of their work. Attached is a copy of their field notes showing the work performed in determining the railroad stationing.

To assist the railroad company in locating our line on their map, I am attaching a print of Right of Way Map No. 8B-17-4, on which is shown the northwest corner of the Savery D.L.C. This is the D.L.C. corner made reference to in Mr. Moy's letter of January 11, 1961.

You will note on the copy of the field notes that two "L" lines are shown. The one intersecting the railroad track at railroad Station 212+48.00 is the old abandoned Astoria-West Lake location.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards

RECEIVED
JAN 13 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-115(13)
5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 18, 1961

Mr. William H. Cunningham
City Manager
City Hall
Astoria, Oregon

Dear Mr. Cunningham:

Attached are two copies of an agreement covering the construction of the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in the city of Astoria.

Would you please review this agreement, and if satisfactory, present it to the City Council for their action. If satisfactory to the Council, have them pass a resolution authorizing the Mayor and Recorder to sign this agreement and return both signed copies to this office together with three copies of the resolution authorizing the signature. After signature by the Highway Commission, one fully executed copy of the agreement will be returned to you for the City's records.

On projects where Federal-aid funds are involved, the Bureau of Public Roads requires that the City Council pass a resolution guaranteeing that the City will not allow any permanent encroachments, parking, or regulations which would impede the free and convenient flow of traffic on the highway. Five copies of this resolution are enclosed. Would you please present this resolution to the Council, and if satisfactory, have all five of the copies signed, retain the original copy for the City's records, and return the other four copies to this office.

Should you have any questions concerning the agreement or resolution, please feel free to contact this office. It would be greatly appreciated if you would make this a matter of business at the next City Council meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: G. S. Paxson
J. D. Walker
V. D. Wolfe

RECEIVED
JAN 18 1961
FORM E-133-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-115(13)
5877

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 18, 1961

Mr. E. R. Baldwin
City Manager
City Hall
Warrenton, Oregon

Dear Mr. Baldwin:

Attached are two copies of an agreement covering the construction of the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in the city of Warrenton.

Would you please review this agreement, and if satisfactory, present it to the City Council for their action. If satisfactory to the Council, have them pass a resolution authorizing the Mayor and Recorder to sign this agreement and return both signed copies to this office together with three copies of the resolution authorizing the signature. After signature by the Highway Commission, one fully executed copy of the agreement will be returned to you for the City's records.

On projects where Federal-aid funds are involved, the Bureau of Public Roads requires that the City Council pass a resolution guaranteeing that the City will not allow any permanent encroachments, parking, or regulations which would impede the free and convenient flow of traffic on the highway. Five copies of this resolution are enclosed. Would you please present this resolution to the Council, and if satisfactory, have all five of the copies signed, retain the original copy for the City's records, and return the other four copies to this office.

Should you have any questions concerning the agreement or resolution, please feel free to contact this office. It would be greatly appreciated if you would make this a matter of business at the next City Council meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

cc: G. S. Paxson
J. D. Walker
V. D. Wolfe

RECEIVED
JAN 19 1961
FOR FILING

F-115(19)

F 5874

Spec

Salem, Oregon
January 18, 1961

Smith Point-Camp
Rilea Section

Mr. J. D. Walker

Herewith copy of my letter to the S. P. & S. Company, dated January 6, advising a new railroad station for the intersection of centerlines, and a copy of their letter of January 11, advising us that we are still wrong.

Will you please check this up and advise.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
JAN 1961
FORM E-30 80M 2-60 26119
FOR HLWG

F-115(13)

5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1961

SUBJECT: Pux 367 - Smith Point O-Xing
S.P.& S.RR.Co. - Clatsop County
Oregon Coast Highway

To: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. I. A. DeFrance
Mr. J. D. Walker
Mr. J. W. Nash
Mr. H. B. Simpson
Mr. L. I. Lindas

Herewith I hand you copy of order No. 37512, dated January 6, 1961, issued by the Public Utility Commission relative to the above-titled matter.

In this proceeding it was strongly contended by the respondent, Spokane, Portland and Seattle Railway Co., that the Highway Commission should assume responsibility for settlement of the embankment for a period of five years after construction, and should reimburse the railroad company for the expense of maintenance of the automatic signals and other railroad facilities.

The order limits the period of maintenance of the embankment to one year and places responsibility for the maintenance of the signals and other railroad facilities on the railroad company. These items are in accordance with the position taken on behalf of the Highway Commission at the hearing.

J. W. DeSouza
J. W. DeSOUZA

JWD:ks
attach.

RECEIVED
NOTED
FORREST COOPER

Order #37512

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-130

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, known as the SMITH POINT GRADE CROSSING project in Section 18, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon.	ORDER

The above entitled matter was duly heard on August 10, 1960, at Astoria, Oregon, before Charles E. Leierer, Examiner, representing the Commissioner. The following appearances are of record herein:

For Petitioner:

J. W. DeSouza, Assistant Attorney General, Salem, Oregon
In behalf of Oregon State Highway Commission

G. S. Paxson, Assistant State Highway Engineer, Salem, Oregon
In behalf of Oregon State Highway Commission

For Respondent:

John A. Reuling, Attorney
Portland, Oregon
In behalf of Spokane, Portland and Seattle Railway Company

For Commissioner:

C. E. Jaqua, Utility Engineer
Public Utility Commission of Oregon
Salem, Oregon

For City of Astoria:

The City Engineer was present during the hearing but did not desire to enter a formal written appearance.

For Interested Parties:

Mrs. William Hendrickson, Citizen, Astoria, Oregon. This appearance was made in SXF-131 and request made that it extend to the instant case.

On April 20, 1960, the State of Oregon by and through its State Highway Commission, hereinafter referred to as Petitioner, filed its Petition for P.U.C. authority to construct a crossing at grade with the tracks of the Spokane, Portland and Seattle Railway Company, hereinafter referred to as Respondent or Railroad, on the revised location of the Oregon Coast Highway in Section 18, Township 8 North, Range 10 West, W.M., in Clatsop County.

Among other things, the Petition proposes that such crossing be protected by electric flashing light signals equipped with gongs and that advance warning signs be placed on the highway.

The City of Astoria filed an answer on or about May 18, 1960. The answer raised no objection to the crossing as proposed by Petitioner.

Respondent filed its answer on or about July 29, 1960. The answer concurred in the proposals concerning the construction of the crossing but in substance alleges that the Respondent should maintain the railway tracks, ties, ballast, automatic electric signals and other facilities after the construction of the crossing subject

to reimbursement by the Petitioner. The Petitioner alleges that such maintenance should be done at the expense of the railroad.

The matter was set for hearing at the time and place aforementioned and notice served upon all interested parties.

At the hearing the Petitioner requested and was allowed to amend its Petition in the following respects:

1. To replace Exhibit A originally attached to the Petition by revised print of Exhibit A.

2. In the last line of the title of the case the figure 13 was deleted and the figure 18 substituted in lieu thereof.

3. On page 1, paragraph III, next to last line O.S.H.D. Sta. 16 + 78.0 = R.R. Sta. 70 + 02.6 was amended to read O.S.H.D. Sta. 18 + 70.51 = R.R. Sta. 73 + 02.9.

4. Page 5, Paragraph XII, first line, the figure 13 was deleted and the figure 18 substituted in lieu thereof.

The amendments were agreed to and accepted by the Respondent.

Upon hearing Respondent modified its answer to the extent that it would agree to maintain the railway tracks, ties and ballast after initial subsidence had concluded.

Petitioner and Respondent agreed that the instant case and the companion case SXF-131 set for hearing to follow the instant case could be considered together insofar as the evidence and arguments in one case might affect or have some bearing on the other and including any statements made by interested parties.

Evidence was adduced on behalf of Petitioner, Respondent Railroad, Commissioner and interested parties,

the hearing was completed and the matter submitted for determination. Based upon such evidence and record it is found that:

The State Highway Commission is authorized to file the petition on behalf of the State of Oregon by virtue of ORS 366.205. The instant petition is filed under the provisions of ORS 763.010 to 763.100.

The Petitioner has determined to relocate and construct a portion of the Oregon Coast Highway between Astoria and Camp Rilea. This relocation is such that in connection therewith it is necessary and desirable to construct a new crossing of the Respondent Railroad's tracks and right of way.

The proposed crossing is within the city limits of the City of Astoria in Clatsop County. The crossing will be at a point in Section 18, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon, designated as O.S.H.D. Sta. 18 + 70.51 = R.R. Sta. 73 + 02.9 on Exhibit A attached to and made a part of the Petition filed herein. The crossing has been denominated "Smith Point Grade Crossing Project".

The angle of intersection of the centerline of the highway with the centerline of the railroad at the crossing will be 16°59' in the southwest and northeast quadrants.

The highway is tangent on both sides of the crossing for a distance in excess of 500 feet in both directions. A traffic interchange which provides access to and from existing O.S.H. 101 is located northeast of the crossing, and the one-way directional lanes which are a part thereof will merge approximately 300 feet northeast of the track. The railroad track is on a tangent section of pile trestle for distances in excess of 800 feet on both sides of the highway. There is nothing in the alignment of the highway or railroad which would obscure the visibility of the crossing signals to motorists on the highway approaching the crossing at any point up to at least 500 feet from the crossing in either direction.

By Commissioner's Order No. 39053 effective December 27, 1956, the maximum speed of trains in Astoria between 14th Street and the west city limits was set at 25 m.p.h. The proposed crossing is within this area. There is no evidence to indicate that a slower speed is required at this crossing and no such recommendations have been made by the City of Astoria or by the representatives of the Commissioner.

Only freight trains will be using the crossing. The average size of the train movements will be 10 to 15 cars. The present schedule of trains consists of one scheduled train per day, six days a week. There are no trains scheduled for Sunday. The scheduled trains move to Seaside one day and the return of that train is made the following day. There will be an average of 8 switching movements made over the crossing each day except Sunday. All scheduled and switching movements are made during normal working hours and except in the wintertime, all movements will be made during daylight hours.

It is estimated that an average of 4,750 motor vehicles per day will be using the crossing. The heaviest traffic will be in the morning around 8:00 a.m. and in the afternoon between 4:30 and 5:30 p.m. The proposed highway giving rise to the necessity for this crossing is a new portion of highway over which the motor vehicle speed limit has not been established.

The highway grade approach towards the crossing will be a descending grade of 2% from the north and a descending grade of 0.045% from the south.

Approaching trains are visible from all points on the highway in the vicinity of the crossing for distances sufficient to insure the safe stopping of vehicles when necessary, the severest restriction to visibility being in the northeast quadrant where a train is obscured from view from a point on the highway 500 feet east of the crossing when it is 1,020 feet north of such crossing.

The weather conditions which prevail in the area of the crossing can on occasion greatly reduce

a motorist's visibility of the crossing or approaching trains. At times the area is covered with dense fog. High winds prevail periodically throughout the year. During the winter there is considerable rain which may prevail for long periods of time. These factors contribute to reduced visibility of a motorist traveling in this area.

The testimony of qualified witnesses justifies the need for the installation of Flashing Light Signals and electrically operated gongs at the crossing to provide a warning of approaching trains, and to assure that such devices will afford adequate protection for the crossing. Also in view of the weather conditions prevailing in the area of the crossing, advance warning signs of a continuous flashing light type are advisable.

The highway in the vicinity of the crossing and the crossing will be on an embankment of considerable height. This embankment and the crossing is in close proximity with the water line of Youngs Bay and the highway will extend out and over Youngs Bay on a new embankment.

The highway at and over the crossing will be surfaced with a 24 foot asphaltic concrete pavement and a ten foot wide oil mat shoulder on each side. The installation of steel headers on the gauge side of the rails to provide flangeways and contain the surfacing material is recommended by Petitioner and Railroad.

The proposed highway will cross the Respondent Railroad's tracks and right of way at a point where Respondent Railroad's tracks are on a pile trestle leading over Youngs Bay. It is proposed to construct the highway embankment at the crossing by filling under and around the present trestle supports. Petitioner contended that subsidence of this portion of the embankment will take place at or near the same rate as other portions of the highway embankment. Respondent Railroad contended that because of filling around the present trestle supports, subsidence and final stabilization of the embankment would not take place at the same rate as would that portion of embankment outside the trestle

support area. The Petitioner's opinion was that stabilization would be reached in approximately one year from the completion of the embankment. Respondent Railroad's position was that according to its experience it would take four to five years for stabilization.

Because of the nature and cost of the construction, the location of the highway and the small volume of rail traffic over the crossing, construction of a crossing, at the designated point, other than at grade, is impractical and uneconomical.

During the course of the construction of the highway embankment between the instant crossing and the proposed new Youngs Bay Bridge and before signals are installed it will be necessary to transport a considerable amount of construction materials over the Respondent Railroad's right of way and track. It is proposed that such material cross the tracks at the proposed grade crossing over the present tracks and ties. This traffic will be entirely construction traffic under control of Petitioner's engineers. If the railroad deems it necessary to have flagmen at the crossing for protection of rail traffic, the Petitioner proposes to reimburse Respondent Railroad for this expense.

As previously noted, Petitioner proposes to perform all the work at its own expense or, after construction is completed, reimburse the Respondent railroad for all items except the maintenance of tracks, ties, ballast, automatic electric signals and other railroad facilities. Respondent has only agreed to bear the cost of maintenance of tracks, ties and ballast after initial subsidence has concluded and contends that it should be reimbursed by Petitioner for the cost of maintaining the protective devices and signals.

From the foregoing it is concluded that the construction of a crossing at grade as requested by the Petitioner is necessary to the improvement and revision of the highway in the area and is in the public interest and the application should be granted.

The proper protection of traffic at the proposed crossing and the public safety generally, require that the crossing be guarded by automatic flashing

electric light warning signals equipped with gongs of a type approved by the Commissioner with flashing yellow light advance warning signs along the highway on both approaches to the crossing.

The Petitioner should bear the costs of grade correction which can be determined to have been occasioned by the settlement of the embankment constructed in and around the railroad trestle supports during the first 12 month period of the operation of the railroad company's revenue trains over the completed crossing; it is therefore

ORDERED that the Petition of the State of Oregon by and through its State Highway Commission for authority to construct a crossing at grade with the tracks of the Spokane, Portland and Seattle Railway Company in the City of Astoria, Clatsop County in Section 18, Township 8 North, Range 10 West, W. M. be and the same is hereby granted; and it is further

ORDERED that the construction shall be done in a good and workmanlike manner in accordance with accepted engineering practice and in conformity as to location, elevation, angles of intersection and grades as shown on the amended plan and profile submitted with the application and by reference made a part thereof; and it is further

ORDERED that the crossing be surfaced with asphaltic concrete as in the proposed plan in such manner as to make a safe and level crossing for the full traveled width of the roadway and in conformity with the adjacent sections of the roadway; and it is further

ORDERED that the Petitioner or its agents or contractors shall have and it is hereby granted interim authority to cross the tracks of Respondent Railroad with its construction vehicles during the period of construction of the crossing and the highway embankment beyond the crossing over the present rails and ties and before signalization of the crossing is accomplished and Petitioner shall reimburse Respondent for such watchmen or flagmen as may be necessary to protect traffic upon the railway during the construction of the crossing; and it is further

ORDERED that Petitioner shall install continuous flashing yellow light advance warning signs along the highway at such distances from the crossing as Petitioner deems necessary for the safe control of traffic, one on each approach to the crossing facing the oncoming traffic; and it is further

ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, is directed to install at said crossing, upon its completion and to be operative simultaneously with the opening of said crossing to public highway use, Commissioner's Standard No. 2 Flashing Light Signals equipped with gongs, one on each side of the crossing; and it is further

ORDERED that the flashing light signals and gongs at the crossing be activated through track circuits or other electronic controls in such manner as to provide a warning, by flashing lights and sounding gong for a period of not less than 20 nor more than 30 seconds prior to the arrival at the crossing of an oncoming train that is traveling at the highest speed permissible (25 miles per hour) over the track on which it is approaching; and it is further

ORDERED that before installation of the signals, Respondent Railroad shall submit to the Commissioner for his approval a diagram of the track circuiting plan and signal control details proposed for installation; and it is further

ORDERED that Respondent Railroad, subject to reimbursement by Petitioner, provide and install preservative treated ties and grouted ballast along that portion of the track covered by the highway crossing and provide adequate headers and guardrails for retention of the highway pavement; and it is further

ORDERED that the Petitioner shall maintain its advance warning signs, the approaches to the crossing and the asphaltic concrete roadway surface between the tracks and on each side thereof; and it is further

ORDERED that Respondent Railroad shall, after construction, maintain the flashing light signals, its tracks, ballast, ties, headers and other railroad facilities provided, however, the Petitioner shall reimburse

the Respondent for those costs of grade correction which can be determined to have been occasioned by the settlement of the embankment constructed in and around the railroad trestle supports during the first 12 month period of the operation of the railroad company's revenue trains over the completed crossing; and it is further

ORDERED that for the purpose of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon, the designation 50-102.11 shall be assigned to the crossing, and that Respondent Railroad shall install and thereafter maintain the crossing designation on a signal mast at the crossing.

Made and entered this 6th day of January, 1961.

Public Utility Commissioner

(SEAL)

FORM 1612

SPOKANE PORTLAND AND SEATTLE RY
RECEIVED

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

January 11, 1961

FOR FILING
H. F. MOY, SECRETARY
CHIEF ENGINEER
F. 115(13)
5874

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engr.

Dear Sir:

This is in reply to your letter of January 4, 1961, wherein you furnished descriptions for easements covering grade crossings at Smith Point and Warrenton. We are checking these descriptions and maps, and find that the one for Smith Point seems correct. However, it appears from the information that we have that the corrected Railway Station furnished in your letter of January 6, 1961, is still in error. Could you please furnish your proposed alignment map in this vicinity which would identify the location of the NE corner of the Brian Savery D.L.C.

In regard to the second paragraph of your letter of January 4, 1961, it is true that we have agreed to perform the work necessary to construct the bulkheads for end bents required at the Smith Point crossing at the State's expense. I believe your suggested statement as given would be sufficient to cover the matter and the inclusion of plans would be unnecessary.

Very truly yours

H F Moy

Chief Engineer

GEL-o

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RECEIVED
N - 3 1961
FOR FILING

F-115(13)

#5874

January 6, 1961

Mr. H. F. Hoy
Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Grade Crossing
S. P. & S. Ry. Co.
Smith Point-Camp Riles

Dear Sir:

Under date of December 22, I sent you prints from our Drawing 18-5-1457 showing the easement area which we request at the grade crossing of your tracks near Warrenton. On this drawing the station shown for the railroad at the crossing is in error. Our check of this tie indicates that the railroad station should be 204+00.

Will you please make this change upon the map which I sent you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPmac

cc to: Mr. W. C. Williams
Mr. J. D. Walker

Form 181

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

January 5, 1961

H. F. MOY,
SECRETARY
CHIEF ENGINEER

F-115(13)

5874

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engr.

Dear Sir:

Reference is made to your letter of December 22, 1960, to which were attached prints from your Drawings No. IR-5-1456 and IR-5-1457 which are to be exhibit maps used in proposed agreements covering easements across our track at Astoria and Warrenton.

I have reviewed these prints and find that on print IR-5-1457 the Railway stationing for center line of intersection of your highway with the railroad is in error. I advised your Mr. Walker, Tuesday of this week, of this matter and also handed him our alignment map for his use in correcting the stationing.

Very truly yours

H F Moy

Chief Engineer

HFM-o

RECEIVED
JAN 6 1961
STATE HIGHWAY COMMISSION

RECEIVED
JAN 6 1961

RECEIVED
JAN 18 1961
FOR FILING
F-115(13)
5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1961

SUBJECT: Throughway Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Warrenton

Spec

To: Mr. G. S. Paxson
Assistant State Highway Engineer

C F F I C E

RECEIVED
JAN 6 1961
ENGINEER
COUNTY & CITY RELATIONS

Attached hereto are six copies of the above-entitled agreement, prepared in response to your request of December 22, 1960. It is understood County and City Relations will furnish the map exhibits for the agreements.

Additional copies are available in this office.

Leonard W. Pearlman

LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
Attachments (6)

RECEIVED
JAN 6 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JAN - 5 1961
FOR FILING

F-115(13)

#5874

January 4, 1961

Mr. H. F. Moy
Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

I am attaching hereto a print from our Drawings 1R-5-1456 and 1R-5-1457. These show the areas over which we are requesting easements for the grade crossings at Smith Point and Warrenton. I am also attaching a copy of the descriptions which we have prepared covering these areas, Parcel No. 1 being the crossing at Smith Point and Parcel No. 2 being the crossing at Warrenton. It is proposed that we use these maps and descriptions in the preparation of the agreement covering the matter.

I understand that you have discussed the end bent details of the trestle at Smith Point, and that your office is to do the work in accordance with plans which you will prepare, we, of course, agreeing to reimburse you for your costs in the matter. These plans could be made a part of the agreement if you think it necessary and if so, I would like to have 10 copies of them so that we can make up the necessary copies of the agreement. If you do not think it necessary to include the plans in the agreement, we can cover the matter by a statement that the trestle will be modified in accordance with plans prepared by the Railway Company and approved by the State.

Please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

ESP1as

cc to: Mr. W. C. Williams

10

Edge of Pavement

A 12+48.47 P.C.S.

A 14+48.47 P.T.

℄ Relocated Hwy.
(U.S.-101)

15

R.R. R/w Line

16° 59'

P.O.T.

TO ASTORIA

65

S. 21°41'00"W.

Δ° 5+00 P.O.T.

Constr. Easement Line

70+00

71+69±
proposed Bulkhead

IR-5-1456

T.8 N., R.10 W.

YOUNGS BAY

Hwy. R/w Line

Toe of R.R. fill

75+89± Proposed Bulkhead

76+50 Constr. Easement Line

Existing R.R. Trestle

S.P.&S. R.R. Co.

TO SEASIDE

20

75

10' Stop Lane

10' Stop Lane

Proposed Hwy. Bridge

S. 38°40'00"W.

25

Toe of Hwy. fill

18+70.51 P.O.T.=
R.R. 73+02.9 P.O.T.

Hwy. R/w Line

71+69± Proposed Bulkhead

OREGON STATE HIGHWAY DEPARTMENT	
EXHIBIT MAP	
SMITH POINT CROSSING OF S.P.&S. R.R.	
Highway	OREGON COAST HWY.
County	CLATSOP
Scale 1"= 100'	**Date** Dec. 1960

T.8N., R
Sec.

TO ASTORIA

+210

R.R. R/w Line

EQUATION

121+91.93 P.T.=
120+38.63 P.O.T.

R.R. R/w Line

+215

Adam

Constr. Easement Line

123+35.57 P.O.T.
R.R. 217+61

42° 43'

Hwy. R/w Line

18" Pipes 120'

10' Stop L

120

50'

S. 52° 52' 00" W.

50

E Relocated Hwy.
(U.S.-101)

10' Stop Lane

Hwy. R/w Line

Constr. Easement Line

N. 84° 25' W.

IR-5-1457

T. 8 N., R. 10 W.
Sec. 23

Adair Creek

ent

123+35.57 P.O.T. =
R.R. 217+61.1

123+
R.R.

10' Stop Lane

125

126+96.42 P.O.T.=
W. 0+00

128+13.81 P.O.T.
W. 0+00 P.C.

Edge of Pavement

130

30'

12' RT.=

W 1+18.21 P.C.S.

N. 84° 25' W.

220

P.C.S.

W 1+89.74

125+48.12 P.O.T.
W. 0+00 P.C.

S. P. & S. R.R. CO.

TO SEASIDE

OREGON STATE HIGHWAY DEPARTMENT	
EXHIBIT MAP	
WARRENTON CROSSING S. P. & S. R.R.	
Highway	OREGON COAST HWY.
County	CLATSOP
Scale 1" = 100'	**Date** Dec. 1960

DESCRIPTION ONLY

File No. 30944
HRS 12-23-60
8B-17-4

S. P. and S. Railroad Company

North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway

Clatsop County

Permanent Easements

PARCEL NO. 1 A permanent easement for railroad crossing over or on the following described parcel, to wit:

A parcel of land lying in the NE¼ of Section 13, Township 8 North, Range 10 West, W.M., Clatsop County, Oregon, the said parcel being that portion of the S. P. and S. Railroad Company right of way in said NE¼ lying between lines lying at right angles to the center line of said railroad at RR Stations 70+00 and 76+50.

The center line of the relocated Oregon Coast Highway crosses the railroad center line approximately at Highway Station 18+70.51 equals RR Station 73+02.9.

The parcel of land to which this description applies contains 0.9 acre.

PARCEL NO. 2 A permanent easement for railroad crossing over or on the following described parcel, to wit:

A parcel of land lying in the NW¼ of Section 23, Township 8 North, Range 10 West, W.M., Clatsop County, Oregon, the said parcel being that portion of the S. P. and S. Railroad Company right of way lying in said NW¼ included in a strip of land 100 feet in width, 50 feet on each side of the center line of the relocated Oregon Coast Highway which center line is described as follows:

Beginning at Engineer's center line Station 120+00, said Station being 479.61 feet North and 532.14 feet East of the Northwest corner of the Brian Savery D. L. C. #54, Township 8 North, Range 10 West, W.M.; thence South 52° 52' West 191.93 feet to Station 121+91.93 Back equals 120+38.63 Ahead; thence continuing South 52° 52' West 461.37 feet to Station 125+00.

The center line of the relocated Oregon Coast Highway crosses the railroad center line approximately at Highway Station 123+35.57 equals RR Station 217+61.1.

The parcel of land to which this description applies contains 0.2 acre.

lw/pl

F-115(13) N. Unit, Astoria-Camp Rilea Sect. of the Oregon Coast Hwy. 1961
#5874 Grading. Folder #1

FORM E 121 X 75M 1-57

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
DEC 31 1958
FILED
5824

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 30, 1958

Mr. C. C. Folk, Division Engineer
U. S. Bureau of Public Roads
406 State Highway Building
Salem, Oregon

re: Right of way status
North Unit, Astoria-
Camp Miles Section
Oregon Coast Highway
Clatsop County

Dear Sir:

All right of way has been secured, either by option or the filing of a complaint, on the Astoria-Camp Miles Section, North Unit (grading) except File No. 32332 - Adair - 232.

This file will be secured by condemnation. The complaint will be filed today.

Very truly yours,

R. H. HARDING
Assistant Right of Way Engineer

cc: Mr. Forrest Cooper ✓
Mr. L. I. Hinman
Mr. W. L. Porter

NOTED
FORREST COOPER

RECEIVED
JAN 13 1961
FORM E-30 50M 2-60 26118
FOR FILING
F-115(13)
5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1960

SUBJECT: Construction Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Astoria

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O F F I C E

RECEIVED
DEC 29 1960
ENGINEER
COUNTY & CITY RELATIONS

Attached hereto are six copies of the above agreement, prepared in response to your request of December 22, 1960. It is understood the County & City Relations Division will furnish the map exhibits.

Additional copies of the agreement are available in this office.

Leonard W. Pearlman

LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
Attachments (6)

RECEIVED
DEC 30 1960
OFFICE OF
ENGINEER

NOTED
G. S. PAXSON

Noted
L. ... S

RECEIVED
DEC 1960
F-115(13)
#5874

December 22, 1960

Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Avenue
Portland 7, Oregon

Re: Grade Crossings
S. P. & S. Railway
Smith Point and Warrenton
Smith Point-Camp Riles
Section of US101

Attention: Mr. H. F. Hoy
Chief Engineer

Gentlemen:

I am attaching hereto prints from our Drawings Nos. 1R-5-1456 and 1R-5-1457. These are the exhibit maps which we propose to use in the agreements covering the easements across your track. I believe these correctly depict your right of way and the areas involved.

If you have any comment, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

CSPrae

cc to: Mr. W. C. Williams

RECEIVED
DEC 23 1960
FOR FILING
F 115 (13)
- 5874

Salem, Oregon
December 22, 1960

W. L. I. Lindas
Chief Counsel
O F F I C E

Construction Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Astoria

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

HSC:mm
ATT.

cc: C. G. Swenson

AGREEMENT DRAFT, 12/15/60

THIS AGREEMENT, made and entered into this ____ day of _____, 19__, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF ASTORIA, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the North Unit, Astoria-Camp Rilea Section of the ~~Columbia River~~ Oregon Coast Highway, State Primary Highway No. ~~2~~ 9. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street, and the State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to such authority, State and City propose to enter into this cooperative agreement for the purpose of completing said project.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one sheet of paper showing a portion of the location of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall, upon receipt of an itemized statement, reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

4. State shall construct and thereafter maintain the Smith Point Channelization as shown colored in green on the attached Exhibit "A."

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans

attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade within the city limits, if any there be, in connection with or arising out of the project covered by this agreement.

5. City agrees that it will not construct any street turning into or intersecting the said project unless plans and specifications therefore have first been submitted to and approved in writing by State.

6. City shall pass an ordinance or resolution, as the case may

be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

7. City shall enact an ordinance prohibiting all parking except emergency parking on the main highways, connections and connecting legs shown colored in green on the attached Exhibit "A."

GENERAL PROVISIONS:

1. It is agreed by both parties that accounting procedure and reimbursement for relocating City-owned utility conduits, lines, poles, mains, pipes, and other such facilities as covered in paragraph 3 under THINGS TO BE DONE BY STATE and paragraph 2 under THINGS TO BE DONE BY CITY shall be in compliance with the Bureau of Public Roads' "Policy and Procedure Memorandum 30-4" dated December 31, 1957.

IN WITNESS WHEREOF, the parties hereto have hereto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Asst. State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

CITY OF ASTORIA, by and through its City Officials

By _____
Mayor

ATTEST:

_____

By _____
Recorder

DRAFT
CGS:mm

ASTORI

T.8N. R.10W. W.M.

Note: Traveled Portion of Existing Oregon
Coast Highway Not to be Disturbed
Unless Otherwise Directed.

B 10°CL
TΔ 41°30'
S 318.08'
Lmc 215.00'
200' Sp.
S 10°00'
α 5.0

C 10°CL
TΔ 34°00'
S 275.96'
Lmc. 140'
200' Sp.
S 10°00'
α 5.0

1

Δ

ve Conc. Walk (Future)
Conc. Walk (Future)
Conc. Retaining Wall (Future)

0 (14' Lt. of ℄ of St.)

HAMBURG

1+09.09 RS.

2+14.20 RS (12' Lt. of L3)

MONT

C² 3+09.09 RSC.

14.20 PSC.

1+49.09 PCS.

B+9+26.20 PCS. — EQUATION

B+9+26.20 PT. Bk= 1+49.09 Ah.

NOR

EXIST. ORE. COAST HWY.

Future Asph. Conc. Traffic Marker

D LINE

"A"
200.
S 60
a 3

150'

B 14+81.18 P.C.C.
C 19+37.43 P.O.C.

B 12+36.17 P.C.C.

C 14+60.90 P.S.C.

C 13+80.90 P.C.S.

B 8+62.62 P.C.C.

B 7+25.33 P.S.C.

C 11+21.65 P.S.C.

B 5+25.33 P.S.

C 9+21.65 P.S.

B 3+22.98 POT Ah EQUATION

C 6+49.70 Ah. EQUATION

B 8+29.20 P.T. Bk. =

B= 6+29.20 P.C.S.

FLORENCE AVE.

B
80°C.L.
Δ 29°53'
L 373.54'

B
4° C.L.
Δ 9°48'
L 245.00'

C
6°C.L.
Δ 28°35'30"
D 5°0

C
80' Sp.
56°24'
D 5°0

B
10°C.L.
Δ 13°44'
L 137.33'

C 10°C.L.
Δ 25°55'30"

B
Δ 63°25'
Ta 501.02'
R 548.84'

C 0 Sp.
200'
10°00'
S 5°0

B 0 Sp.
200'
10°00'
S 5°0

Future Asph. Conc.

Future Type C Curb

12+48.47 P.C.S.

A 6°C.L.
Δ 21°34'
R 277'

B LINE

55' R

40' R

100' R

Future Type 2 Curb

NORTH UNIT
ASTORIA — CAMP RILEA SECTION
OREGON COAST HIGHWAY
CLATSOP COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

ASTORIA CITY LIMITS (Approximate)

PRELIMINARY COPY
DEC 1 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

EXIST. ORE. COAST HWY.

Const. App. (Future)

R/W Line

Future Asph. Conc. Traffic Markers

"B" 8+50 Extend Exist. 48" Conc. P. - 20' Rt.
Dr. Exc. 5 C. Y.

D LINE
"A"
200' Sp.
S 6°00'
a 3.0

A 14+48.47 P.T.

R/W Line

Access Control Line

150'

+40

+90

10'

20'

12'

S. 38°40'00" W.

15

4

150'

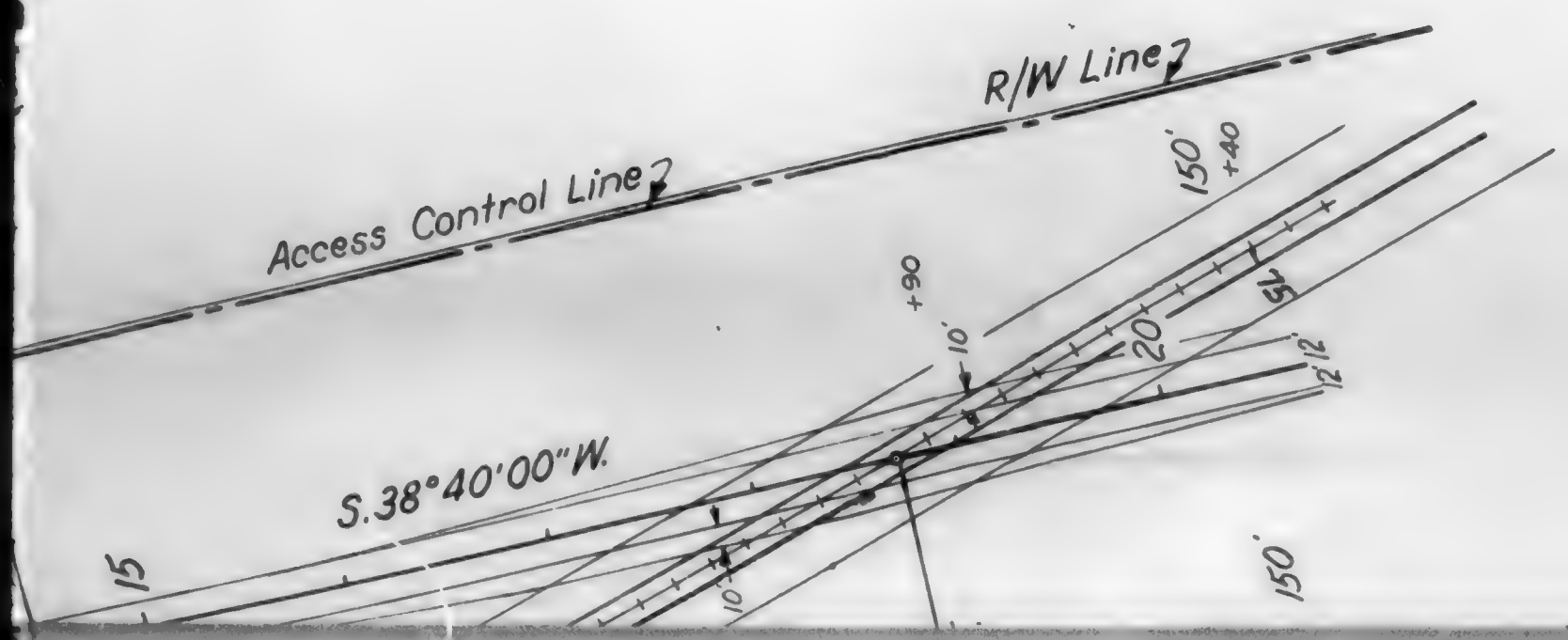
NORTH UNIT ASTORIA — CAMP RILEA SECTION OREGON COAST HIGHWAY CLATSOP COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

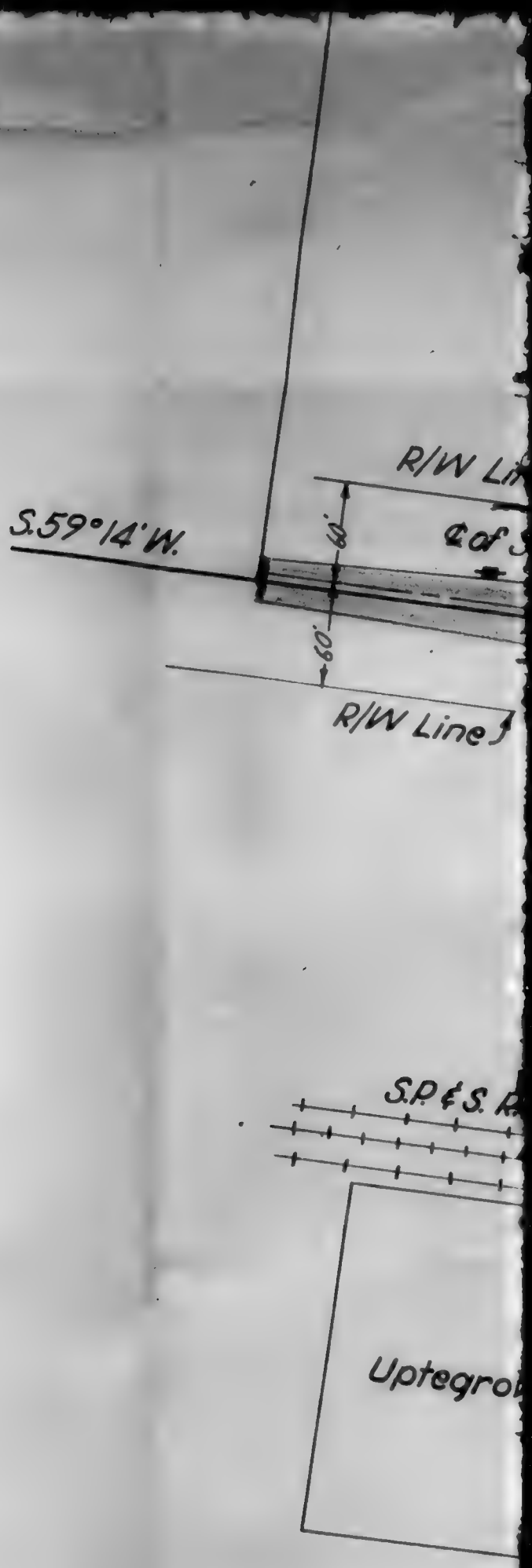
ASTORIA CITY LIMITS (Approximate)

PRELIMINARY COPY
DEC 1 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

Const. App. (Future)

Extend Exist. 48" Conc. P. - 20' Rt.
8+50 Dr. Exc. 5 C. Y.




R/W Li
S.59°14'W.
60'
℄ of
60'
R/W Line
S.P.&S. R
Uptegro

Lotegrove Mill

S.P.F.S. R.R.

Line

℄ of Street

R/W Line

Remove Conc. Walk (Futur

Const. Conc. Walk (Future)

Const Conc. Retaining Wa

0+00 (14' Rt. of ℄ of St.) =
R/W 0+00 (12' Rt of ℄ of St.)

C 0+00 (14' Lt. of ℄ of St.)

5'

12

28

12

Gar.

Gar.

C 1+09.09 P.S.

40' R.

55' R.

2+33.66 P.S.

55' R.

B 2+14.20 PS (12' Lt. of L3)

BEGINNING OF PROJECT
STA. 3+00

AVE.

R/W 2+38.99 P.S.

40' R.

MONTEREY AVE.

C2 3+09.09 P.S.C.

B 4+14.20 P.S.C.

C 4+49.09 P.C.S.

4+33.66 P.S.C.

60'

12'

R/W ℄ Const.
8° C.L.
Δ 20°34'
℄ 230.30'
Lmc. 5.708
200' Sp.
S 8°00'
α 4.0

R/W 4+38.99 P.S.C.

4+90.71 P.C.S.

R/W. 4+96.07 P.C.S.

Future Type C

Exist. Gu

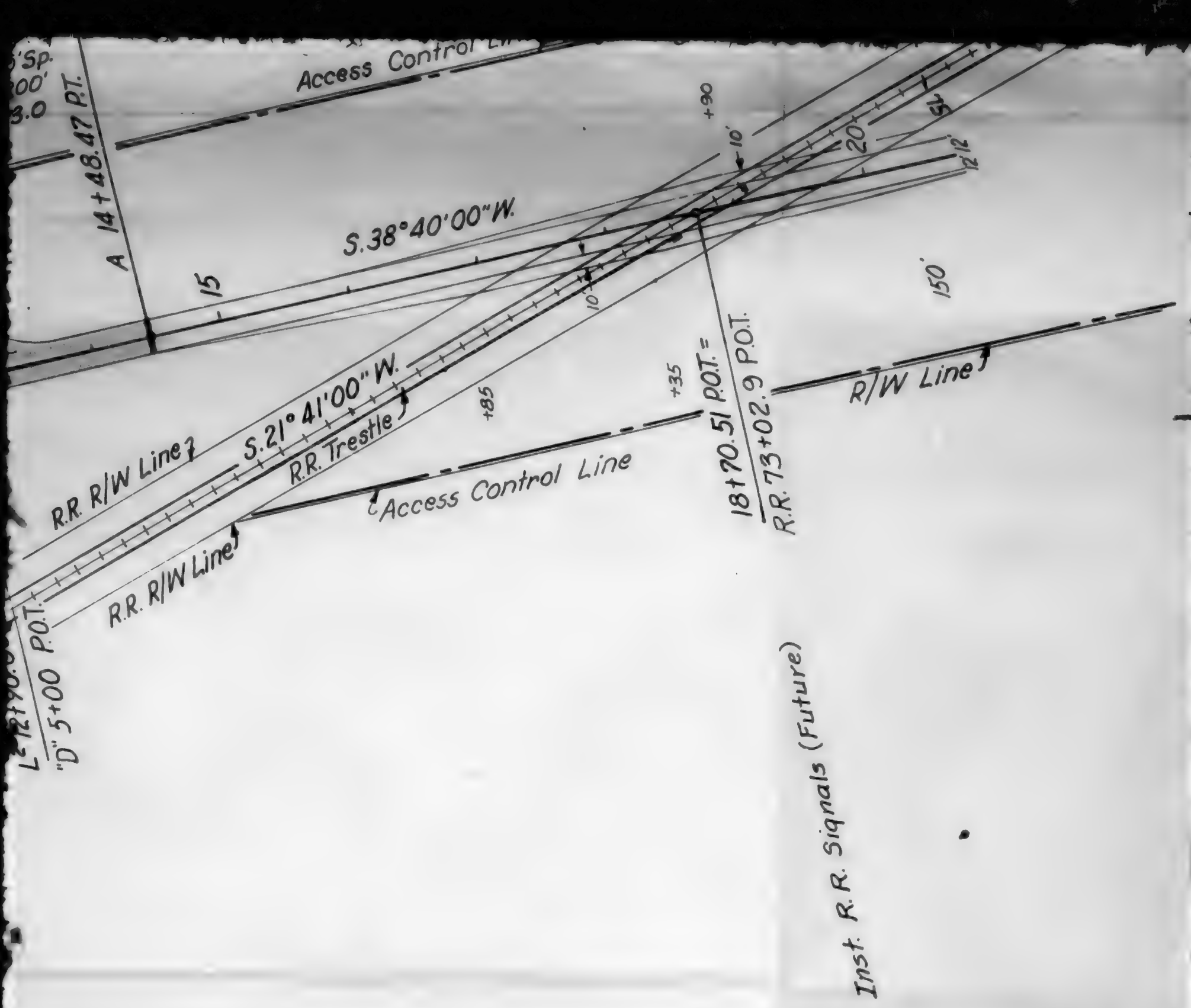
B 6+29.20 P.C.S.

C 6+49.09 P.T. Bk=

C 6+49.70 Ah.

SMITH POINT CHAN

(For Profiles See Shee



CHANNELIZATION

(See Sheet 3A)

EXHIBIT "A"

RECEIVED
DEC 28 1960
FOR FILING
F-115 (13)
File
5874

Salem, Oregon
December 22, 1960

Throughway Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Warrenton

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

HSC:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 12/16/60
CITY OF WARRENTON

THIS AGREEMENT, made and entered into this ___ day of _____, 1961, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and WARRENTON, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to relocate and construct the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway, State Primary Highway No. 9, as a throughway as that term is defined in ORS 374.010. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 373.030, ORS 374.075, and ORS 374.080, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, street, or throughway; and State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to ORS 374.060, State is empowered, with the official approval of City, to close any street or road at or near its point of intersection with the said throughway or to make provision for the carrying of the street or road over or under the throughway.

4. To the end that human lives may be saved, property damage minimized, transportation by motor vehicles promoted, and that highway traffic in general be safeguarded, and to promote and protect the public welfare, State and City hereby pledge complete cooperation, each with the other, in order to accomplish effectively those things set forth and agreed to in this agreement.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties ~~hereto~~ hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a ~~th~~ four page Set of plans setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and othre such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State, upon receipt from City of an itemized statement, shall reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such utilities which are located within the city limits of said city and which it will be necessary to relocate or extend because of said

project, whether said CITY OWNED utilities within said city limits are located on PUBLIC OR PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities located within said city limits to conform to the plans of said project.

4. State shall construct and thereafter maintain the Warrenton Connection connecting the Oregon Coast Highway to the Warrenton Highway as shown colored in green on sheets nos. 7 and 7A of the attached Exhibit "A."

5. State shall construct and thereafter maintain connections to Dike Road and Harbor Street shown colored in green on sheet no. 7 of the attached Exhibit "A."

6. State shall construct and thereafter maintain connections to Pacific Avenue as shown colored in green on sheets nos. 7 and 7A of the attached Exhibit "A."

7. State shall construct and thereafter maintain connections to King Avenue and Eleventh Street as shown colored in green on sheet no. 8 of the attached Exhibit "A."

8. State shall close the following streets in the following manner and at the following locations:

A. The following closures are shown by means of red lines on sheet no. 7 of the attached Exhibit "A."

a. First Court on the northerly right-of-way boundary line of the throughway.

b. Reef Avenue and NE First Street on the northerly right-of-way boundary line of the throughway.

c. Reef Avenue and Harbor Place on the southerly right-of-way boundary line of the throughway.

d. Harbor Place on the northerly right-of-way boundary line of the throughway.

e. Harbor Street on the northerly [redacted] right-of-way boundary lines of the throughway.

f. Quay Avenue on the northerly and southerly right-of-way boundary lines of the throughway.

g. Second Street on the northerly and southerly right-of-way boundary lines of the throughway.

h. Pacific Court on the southerly right-of-way boundary line of the throughway.

i. Pacific Avenue on the northerly right-of-way boundary line of the throughway.

j. Third Street on the northerly and southerly right-of-way boundary lines of the throughway.

k. Fourth Street on the northerly and southerly right-of-way boundary lines of the throughway.

B. The following closures are shown by means of red lines on sheet no. 8 pf the attached Exhibit "A."

a. Sixth Street on the northerly right-of-way boundary line of the throughway.

b. Seventh Street on the northerly and southerly right-of-way boundary lines of the throughway.

c. Neptune Avenue on the northerly and southerly right-of-way boundary lines of the throughway.

d. Eighth Street on the northerly and southerly right-of-way boundary lines of the throughway.

e. Ninth Street on the northerly and southerly right-of-way boundary lines of the throughway.

f. Lake Avenue on the northerly and southerly right-of-way boundary lines of the throughway.

g. Tenth Street on the northerly and southerly right-of-way boundary lines of the throughway.

h. Eleventh Street on the southerly right-of-way boundary line of the throughway.

[redacted]

i. King Avenue on the southerly right-of-way boundary line of the throughway.

C. The following closures are shown by means of red lines on sheet no. 9 of the attached Exhibit "A."

a. Eleventh Place on the northerly and southerly right-of-way boundary lines of the throughway.

b. Jetty Avenue at the northerly right-of-way boundary line of the throughway.

c. Jetty Avenue and Twelfth Street at the southerly right-of-way boundary line of the throughway.

d. Twelfth Street at the northerly right-of-way boundary line of the throughway.

e. Airedale Avenue at the northerly right-of-way boundary line of the throughway.

D. The following closures are shown by means of red lines on sheet no. 7A of the attached Exhibit "A."

a. Pacific Avenue on the northerly right-of-way boundary line of the Warrenton Connection.

b. Neptune Avenue at the northerly and southerly right-of-way boundary lines of the Warrenton Connection.

c. SE Marlin Avenue on the northerly right-of-way

boundary line of the Warrenton Connection and the southerly property line of SE First Street.

d. SE First Street on the westerly property line of SE Marlin Avenue.

e. SE Lake Avenue on the northerly right-of-way boundary line of the Warrenton Connection.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State shall relocate or cause to be relocated and extended, if necessary, existing CITY OWNED utilities, conduits, lines, poles, mains, pipes, and all other such utilities of every kind and nature required to be relocated or extended to conform to the plans of said project and located inside the city limits. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such utilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated or extended to conform to the plans of said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2), to any and all changes of

grade, if any there be, in connection with or arising out of the proposed project.

5. City consents to the closure of those streets as described in paragraph 7 under THINGS TO BE DONE BY STATE.

6. City agrees that it will not construct any street turning into or intersecting the said throughway unless plans and specifications therefore have first been submitted to and approved in writing by State.

7. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

GENERAL PROVISIONS:

1. It is agreed by both parties that accounting procedure and reimbursement for relocating City-owned utility conduits, lines, poles, mains, pipes, and other such facilities as covered in paragraph 3 under THINGS TO BE DONE BY STATE and paragraph 2 under THINGS TO BE DONE BY CITY shall be in compliance with the Bureau of Public Roads' "Policy and Procedure Memorandum 30-4" dated December 31, 1957.

IN WITNESS WHEREOF, the parties hereto have hereunto have set their hands and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Asst. State Hwy. Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

ATTEST:

_____

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

CITY OF WARRENTON, by and through its City Officials

By _____
Mayor

By _____
Recorder

DRAFT

CGS:mm

1° C.L.
Lmc 420
Δ 8°12'0
Ts 610.72
400' Sp.
α 0.25

109+71.93 P.S.

R/W Line

Access Control Line

113+71.93 P.S.C.

150'

110

115

12'

12'

(Future)
Edge of Pavt.

(Future)
Edge of Pavt.

150'

R/W Line

Access Control Line

1st

Ave.

Reef

Co

FINAL SURVEY	
NOTE BOOK	TEMPLATE
NO.	AREAS
	AREAS CHECKED
	SURVEYED
	PLOTTED

BY	DATE

T.8N. R

1° C.L.
nc 420'
8°12'00"
610.77'
0' Sp.
.25

R.R. R/W Line
S.P.&S. R.R.
R.R R/W Line

Inst. R.R. Signals (Future)

1117+91.93 P.C.S.

119+12 Inst. 24" Pipe-130'
Dr. Exc. 92 Cu. Yd.
Dr. Exc. 100 Cu. Yd. (Below Invert)

ROAD

121+91.93 P.T. = EQUATION
120+38.63 P.O.T.

Install 12' Gate

400
150'
120
150'
100
75'
50
+45

Const. Type 2 Fence

Existing DIKE

118+60
Const Rd. App. Lt. & Rt.
Install 12' Gate Lt. & Rt.

+20 Inst 18" Dia - 120'

NE. 1st ST.
AVE.
COURT
HARBOR AVE.
PLACE
QUAY

T.8N. R.10W. W.M.

ADAIR CREEK

D.L.C. LINE

1st

123+35.57 P.O.T.=
R.R. 217+61.1

126+96.42 P.O.T.=
W 0+00

128+13.81 P.O.T.
W 0+00 P.C.

(Future)
Const. Asph. Conc.
Traffic Markers

130

Cons

S. 52°

W 1+18.21 P.C.S.

55'R.

W 3+18.2

W 3+78

WA 16° C.R.
Ta 46°21'30"
Ts 159.24'
Ls2 248.65

125+48.12 P.O.T. 12' Rt.=
WA 0+00 P.C.

WA 1+89.74 P.C.S.

200' Sp.
@ 8.0

WA 3+89.74 P.T.=
W 2+65.23 P.O.T.

Const. Approach Lt.

ST.

HARBOR ST.

EQUATION

PLACE

+20 Inst. 18" Pipe - 120'
Dr. Exc. 31 Cu. Yd.
Dr. Exc. 93 Cu. Yd (Below Invert)

+60 Inst. 18" Pipe - 120'
Dr. Exc. 31 Cu. Yd.
Dr. Exc. 93 Cu. Yd. (Below Invert)

WARRENTON CONNECT

(For Plan and Profile See Sheet

NORTH UNIT
ASTORIA ~ CAMP RILEA SECTION
OREGON COAST HIGHWAY
CLATSOP COUNTY

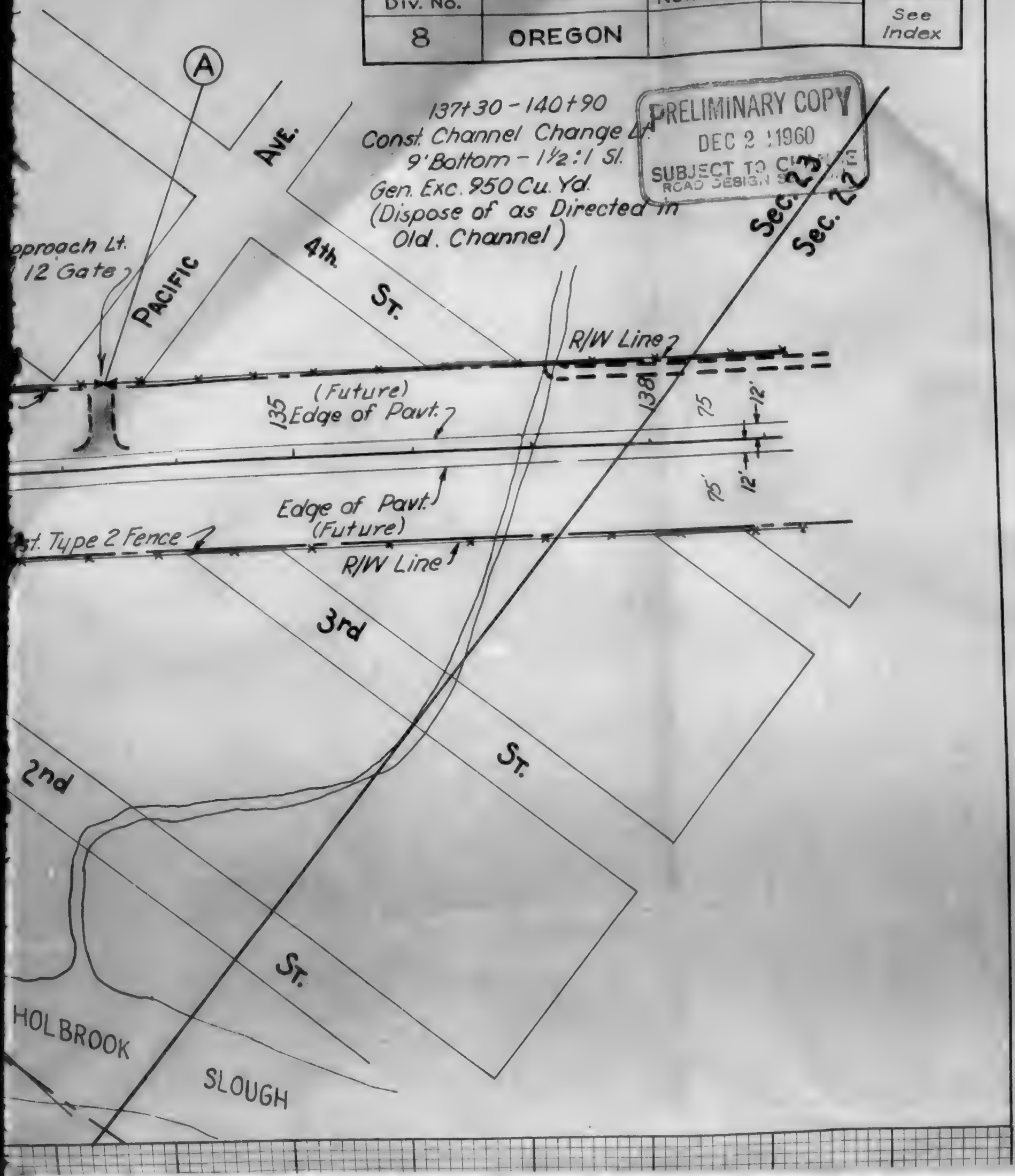
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISC YE
8	OREGON		

PRELIMINARY
DEC 2
SUBJECT TO
ROAD DESIGN

137+30 - 140+90
Const. Channel Change
9' Bottom - 1½:1 Sl.
Gen. Exc. 950 Cu. Yd.
(Dispose of as Directed in Old. Channel)

PACIFIC COURT
PACIFIC AVE.
4th ST.
Sec. 23
Const. Approach Lt. Install 12' Gate
Const. Type 2 Fence
S. 52°52'00" W.
R/W Line
135
(Future) Edge of Pavt.
138
75
12'
Edge of Pavt. (Future)
Const. Type 2 Fence
R/W Line
3rd
2nd
ST.
ST.
3+18.21 P.T. = EQUATION
3+78.32 P.O.T.
Install 12' Gate
A
W 20° C.L.
TΔ 43°38'30"
Ts1 123.09'
Ts2 208.23'
200' Sp.
α 10.0
HOLBROOK
SLOUGH
CTION
eet 7A)

NORTH UNIT ASTORIA ~ CAMP RILEA SECTION OREGON COAST HIGHWAY CLATSOP COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



Ree

Cour

20

11½"

+0.0

10

0

Ground Line ℄

-10

Alternate "A" Emb. in Place 16,605 C.Y.

Alternate "B" { Emb. in Place 5,548 C.Y. (Sand)
Emb. in Place 8,158 C.Y. (Sandstone)
Emb. in. Place 1,423 Tons (Rock Slope P
Emb. in Place 2,915 Tons (Selected Ro

Alternate "A" Emb.

Alternate "B" { Emb
Emb
Emb

ORIGINAL SURVEY

NOTE BOOK NO.

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

BY

110

115

COURT

QUAY

PLACE

153.30'

121+98.83

EQUATION

120+98.63

14.50

-1.20

500' V.C.

+72.30

)

stone)

Slope Protection)

ted Rock Blanket)

Emb. 1305 (Sel. Sand Sub. Mat'l.)

A" Emb. in Place 16,422 C.Y.

" {Emb. in Place 8,178 C.Y. (Sand)
{Emb. in Place 5,838 C.Y. (Sandstone)
{Emb. in Place 4699 Tons (Selected Rock Blanket)

Exc. 280

Emb. in Place 5389

115

120

121

121

PLACE

+20 I
Dr.
Dr.

+60 Inst. 18"
Dr. Exc. 3
Dr. Exc. 9

EQUATION

each Lt.

WARRENTON CONNECTION
(For Plan and Profile See Sheet 7A

220

300'V.C.

Top of N Rail 7.21
Top of S Rail 7.16

10.04

128

+33.57

Subgrade

Selec

Emb. 5,174 (Selected Sand Subg

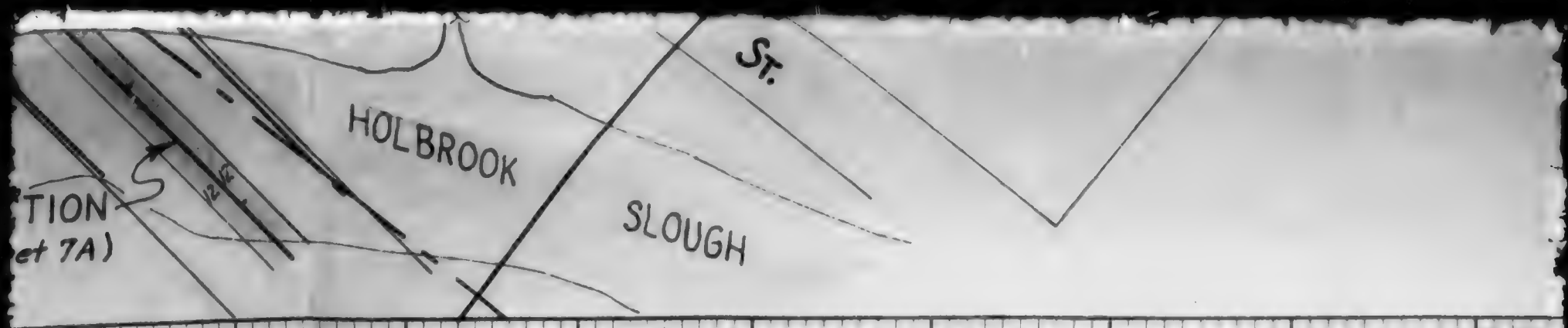
Exc. 94
Emb. 78

Emb. 35

21

125

13



Finish Grade 12' Lt. or Rt.

Selected Subgrade

Grade Ch. Ch. Lt.

Subgrade Mat'l.)

EXHIBIT "A"

From Sta. 177 +

b. 3578

130 135 138

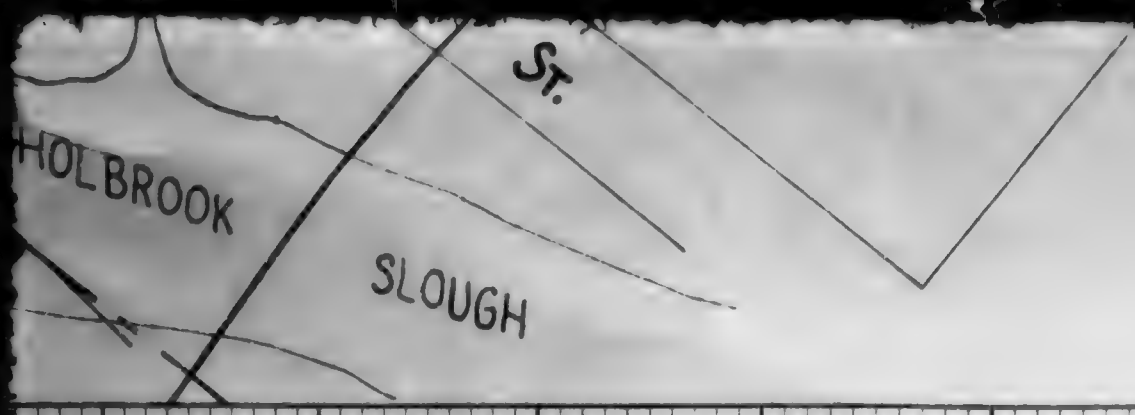


EXHIBIT "A"

20

10

0

-10

e 12' Lt. or Rt.

1½"

18"

-0.5

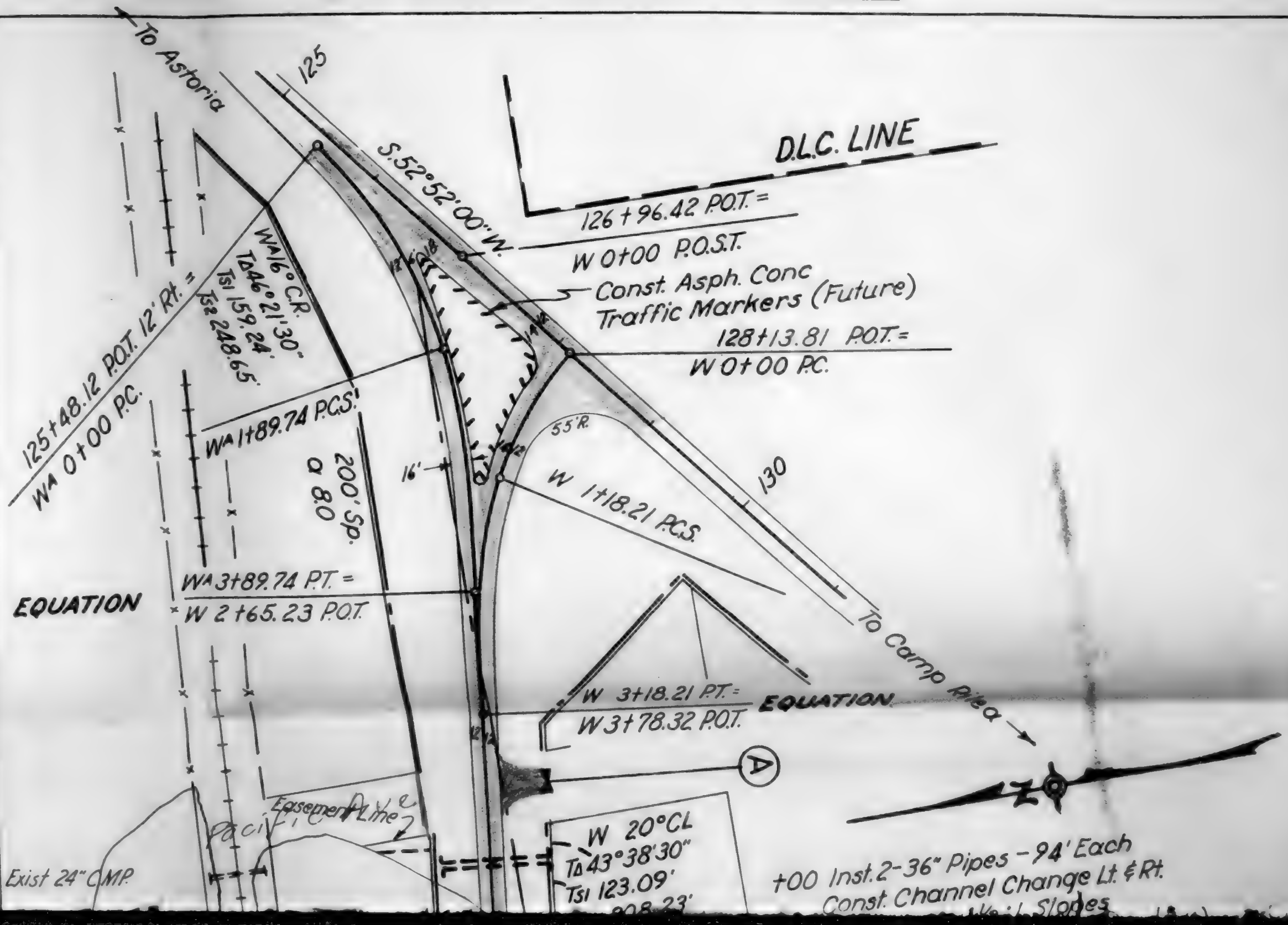
Grade Ch Ch Lt.

From Sta. 177+52

135

138

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



Exist 24" CMP.

Exist. 36" CMP.

Exist. 24" Iron P.

Pacific Power Line

RR R/W Line

Access Control Line

50'

50'

10

R/W Line

R/W Line

RR R/W Line

W 20°CL
Δ 43°38'30"
Ts1 123.09'
Ts2 208.23'
200' Sp.
a 10.0

+00 Inst. 2-36" Pipes - 94' Each
Const. Channel Change Lt. & Rt.
12' Bottom 1½:1 Slopes
Dr. Exc. 260 Cu. Yd. (Below Invert.)
Gen. Exc. 950 Cu. Yd.
(Dispose of as Directed in Old Channel)

HOLBROOK SLOUGH

Sec. 23

Sec. 22

WARRENTON CONNECTION

T.8N., R.1

N.80°46'30"W.

+85 Inst. 24" Pipe - 74'
Const. Inlet & Outlet Ditches
Dr. Exc. 100 Cu. Yd.
Dr. Exc. 70 Cu. Yd. (Below invert)

+55 Inst 36" Pipe – 90'
Const Channel Change Lt & Rt
9' Bottom 1½:1 Slopes
Dr. Exc. 90 Cu. Yd. (Below Invert)

Easement Line

NEPTUNE AVE.

Edge Future Pav't.

S.P.& S. R.R.

Const. Type 2 Fence

Access Control Line

15

20

+75 Inst 24" Pipe – 74'
Const. Inlet & Outlet Ditches
Dr. Exc. – 200 Cu. Yd.
Dr. Exc. 70 Cu. Yd. (Below Invert)

+83 Inst 24" Pipe – 74'
Const. Inlet & Outlet Ditches
Dr. Exc. 100 Cu. Yd.
Dr. Exc. 70 Cu. Yd. (Below Invert)

28N., R.10W.,WM.

W Line

Exist. 30" Conc. P.

+55 Inst. 36" Pipe - 90

Const. Channel Change Lt. & Rt.
9' Bottom 1½:1 Slopes
Dr. Exc. 90 Cu. Yd.
Dr. Exc. 80 Cu. Yd. (Below Invert)
Gen. Exc. 600 C.Y.
(Dispose of as Directed in Old Channel)

S.E. MARLIN

S.E. 1st ST.

Edge of Exist Pvmt

S.E. MARLIN DRIVE

Existing Warrenton Hwy

25' 55' R.

12'

26'

Const. Asph. Conc. Traffic Markers (Future)

S.E. LAKE

15'

W 27+92.27 P.O.T.

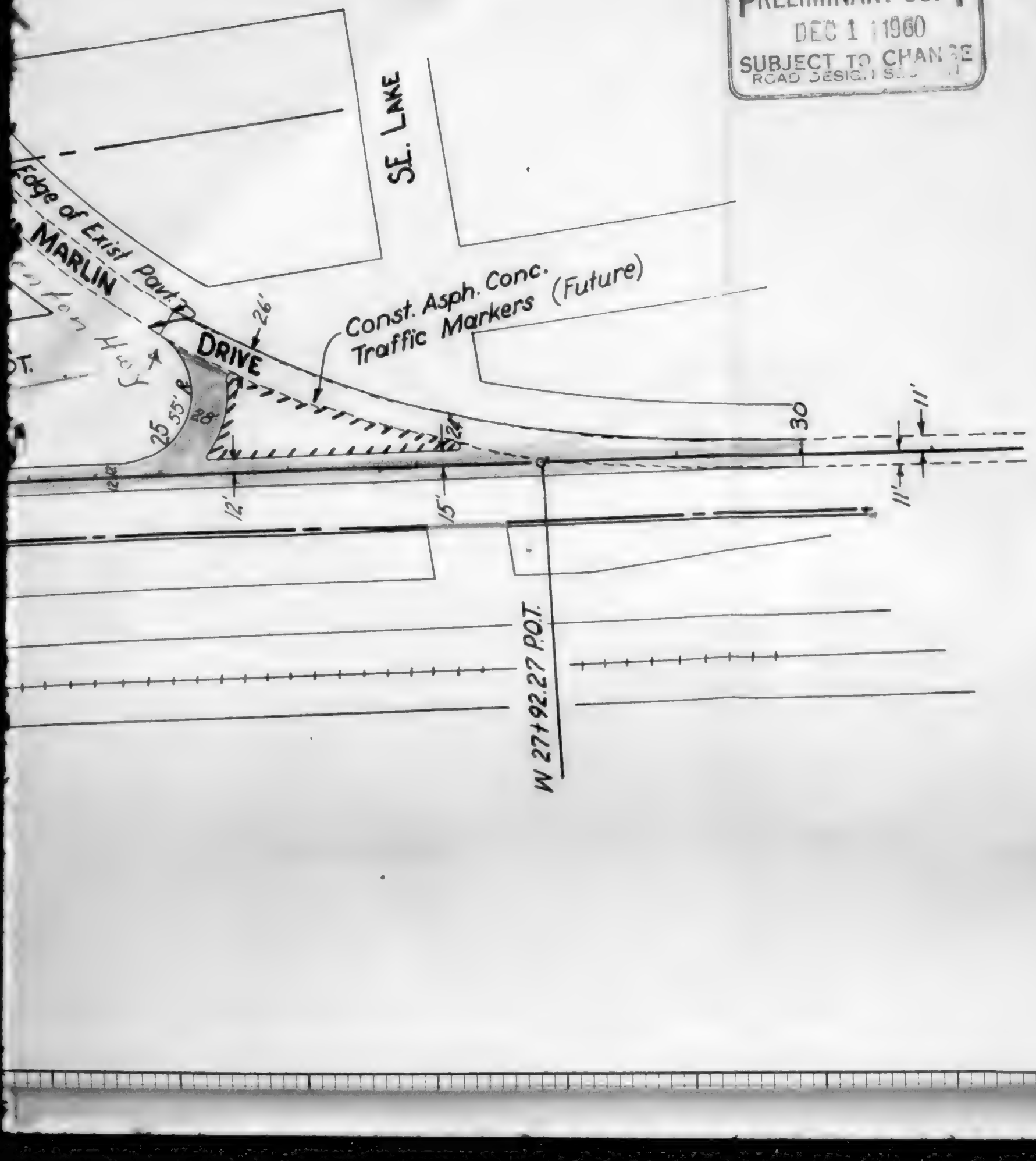
30

PRELIM
DO
SUBJE
ROAD

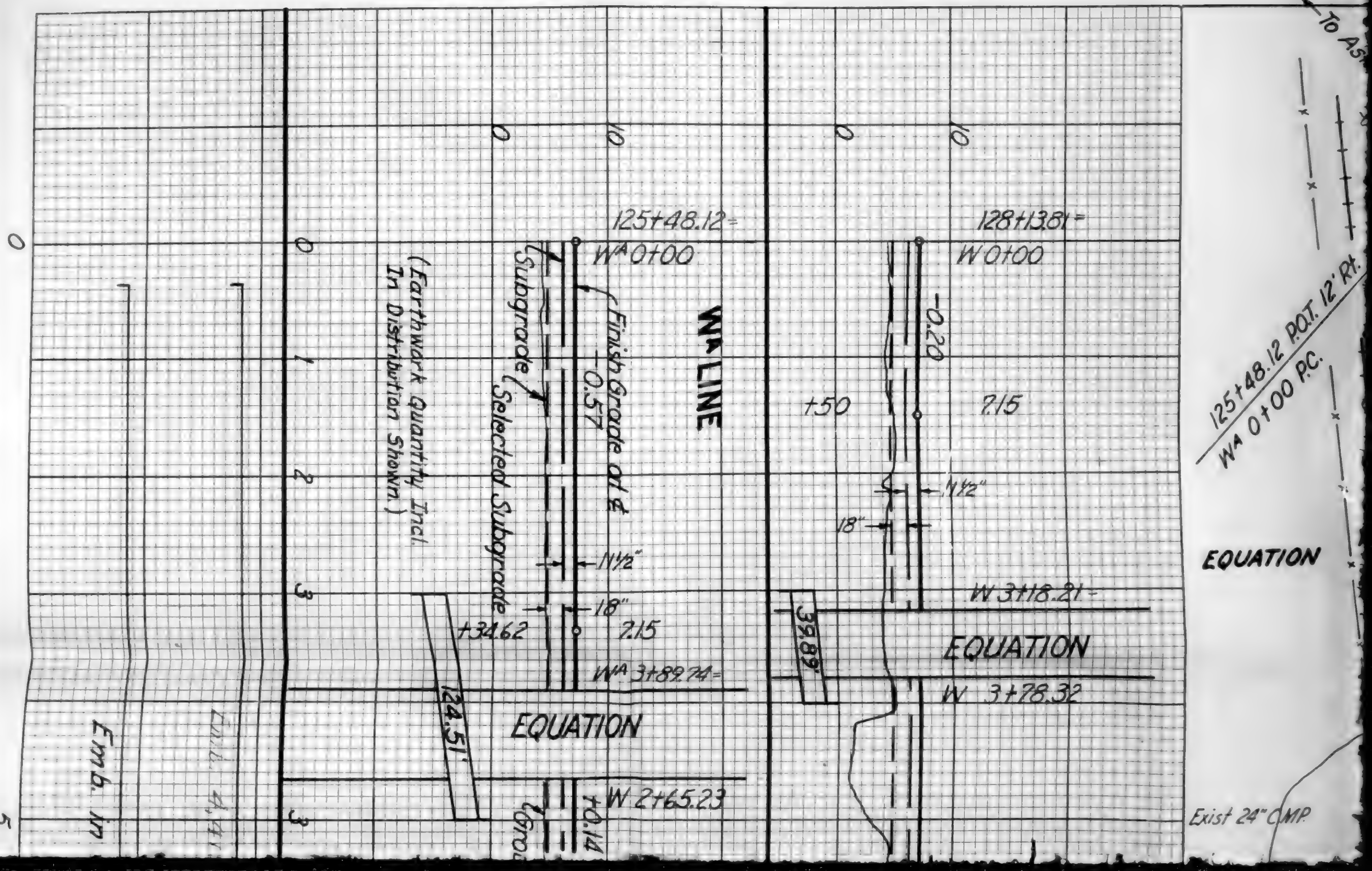
NORTH UNIT ASTORIA — CAMP RILEA SE OREGON COAST HIGHW CLATSOP COUNTY		
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

NORTH UNIT ASTORIA ~ CAMP RILEA SECTION OREGON COAST HIGHWAY CLATSOP COUNTY				SHEET No. 7A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

PRELIMINARY COPY
DEC 1 1960
SUBJECT TO CHANGE
ROAD DESIGN SEC.



ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



Exist 24" CMP

Exist. 36" CMP

Exist. 24" Iron P.

+0.014

℄ Ground Line

W 2+65.23

10

+0.14

℄ Ground Line at ℄

0

3

(Selected Sand Subgrade Mat'l.)

In Place 5,270

5

10

Exist. 30" Conc

Finish Grade at ℄

Subgrade

Selected Subgrade

Emb. 3936 (Selected Sand S

Emb. in Place

15

20

Exist. 30" Conc

7.45

-0.49

11½"

Match Existing Surf

+0.3

18"

150' VC.

+50

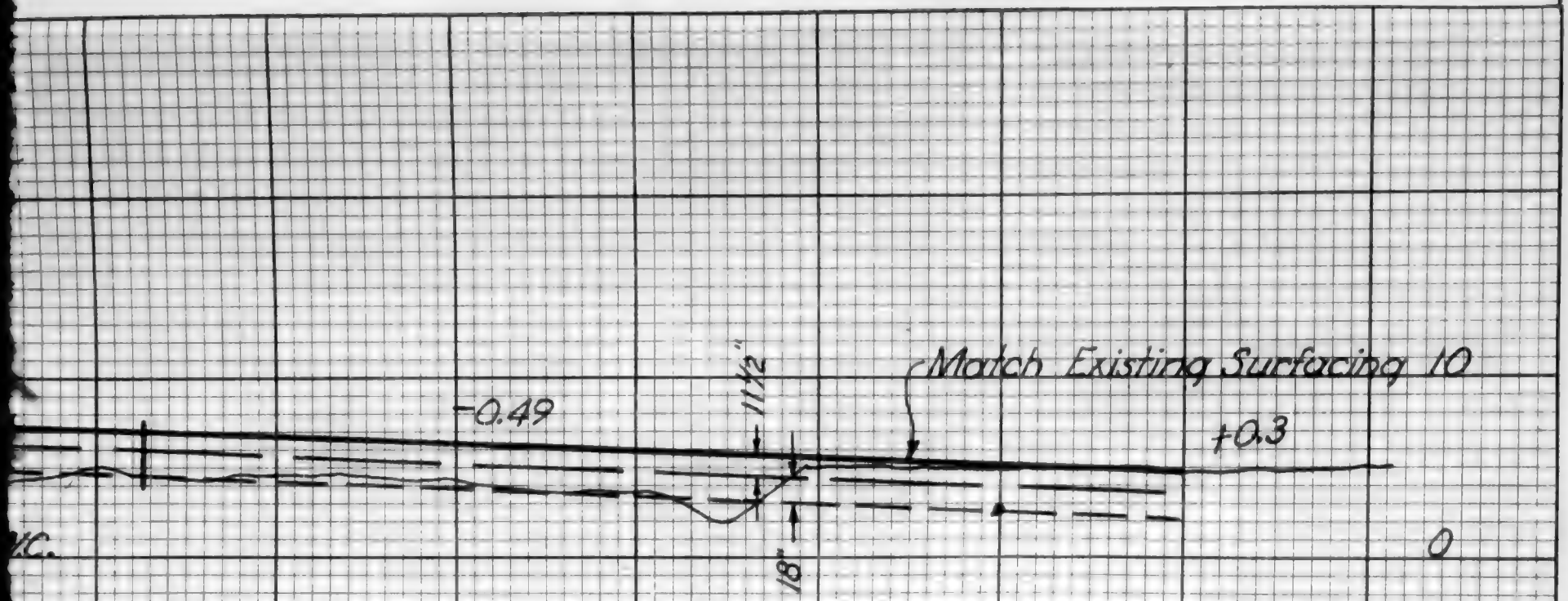
and Subgrade Mat'l.)

Exc. 278

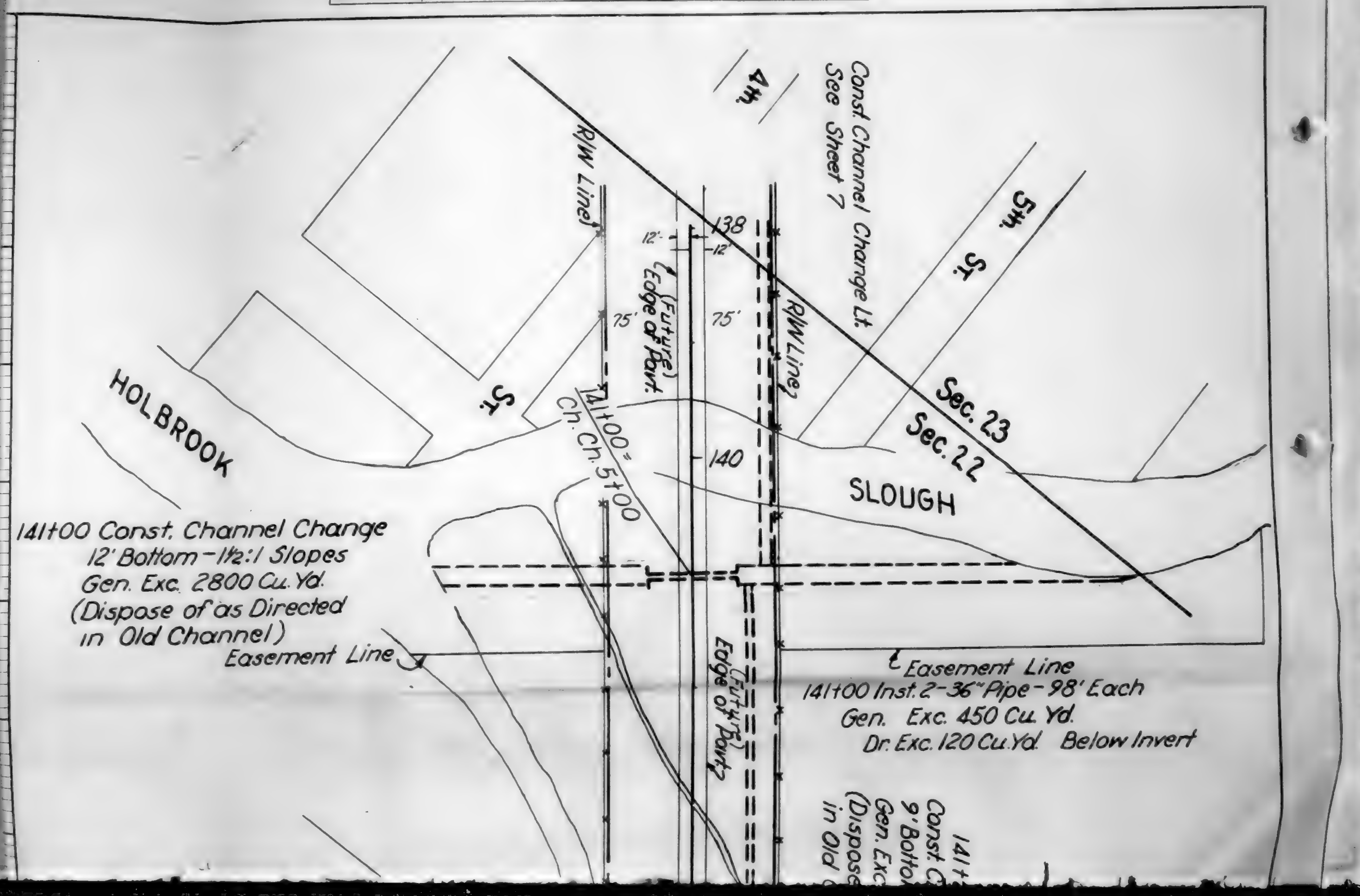
face 2.741'

25

28


Match Existing Surfacing 10
-0.49
+0.3
11½"
18"
0
Exc. 27B
25
28

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



T.8N. R.10W. W.M.

141+20 – 143+90
Const. Channel Change Lt.
Bottom 1½:1 Slopes
Gen. Exc. 350 Cu. Yd.
Dispose of as Directed
(Old Channel)

Const. Type 2 Fence

145

S.52°52'00"W.

150

Taper 2
Const

Const. Type 2 Fence

Access Control Line

151+10 Inst. 48" Pipe – 100'
Const. Channel Change Lt.
9' Bottom 1½:1 Slopes
Gen. Exc. 180 Cu. Yd.
Dr. Exc. 110 Cu. Yd.
Dr. Exc. 50 Cu. Yd. (Below Invert)

6th ST.

AVE.

NEPTUNE

MARLIN

9

G

(Dispo

Inst. 24" Pipe - 130'
Dr. Exc. 90 Cu. Yd.
Dr. Exc. 46 Cu. Yd. (Below Invert)
Extra for Pipe Under Pavt. - 26'

+05
Const. Rd. Conn. Lt. & Rt.

℄ 5" Water Main

154+40 - 160+00
Const. Channel Change Lt.
9' Bottom 1½:1 Slopes
Gen. Exc. 900 Cu. Yd.
(Dispose of as Directed
in Old Channel)

Access Control Line

75'

155

55'R.

Taper 20:1

160

Taper 20:1

Const. Type 2 Fence

75'

55'R.

55'R.

75'

Const. Type 2 Fence

Gen. Exc. 180 Cu. Yd.
Dr. Exc. 110 Cu. Yd.
Dr. Exc. 50 Cu. Yd. (Below Invert)

Abandon & Plug Exist. 18" Pipe
Inst. 18" Pipe - 130'
Dr. Exc. - 55 Cu. Yd.
Dr. Exc. - 40 Cu. Yd. (Below Invert)
Extra For Pipe Under Pavt. - 26'

MARLIN AVE.

7th ST.

8th

LAKE AVE.

ST.

149+90 - 154+70
Const. Channel Change Rt.
9' Bottom 1½:1 Slopes
Gen Exc. 1150 Cu. Yd.
(Dispose of as Directed in Old Channel)

NORTH UNIT
ASTORIA ~ CAMP RILEA SE
OREGON COAST HIGHW
CLATSOP COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

11th St.

12th St.

PR
SUR
RC

Line

R/W Line

160

(Future)
Edge of Pavt.

165

12'

168

25'

Edge of Pavt.
(Future)

10th

Ave.

9th St.

King Ave.

St.

St.

NORTH UNIT ASTORIA ~ CAMP RILEA SECTION OREGON COAST HIGHWAY CLATSOP COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

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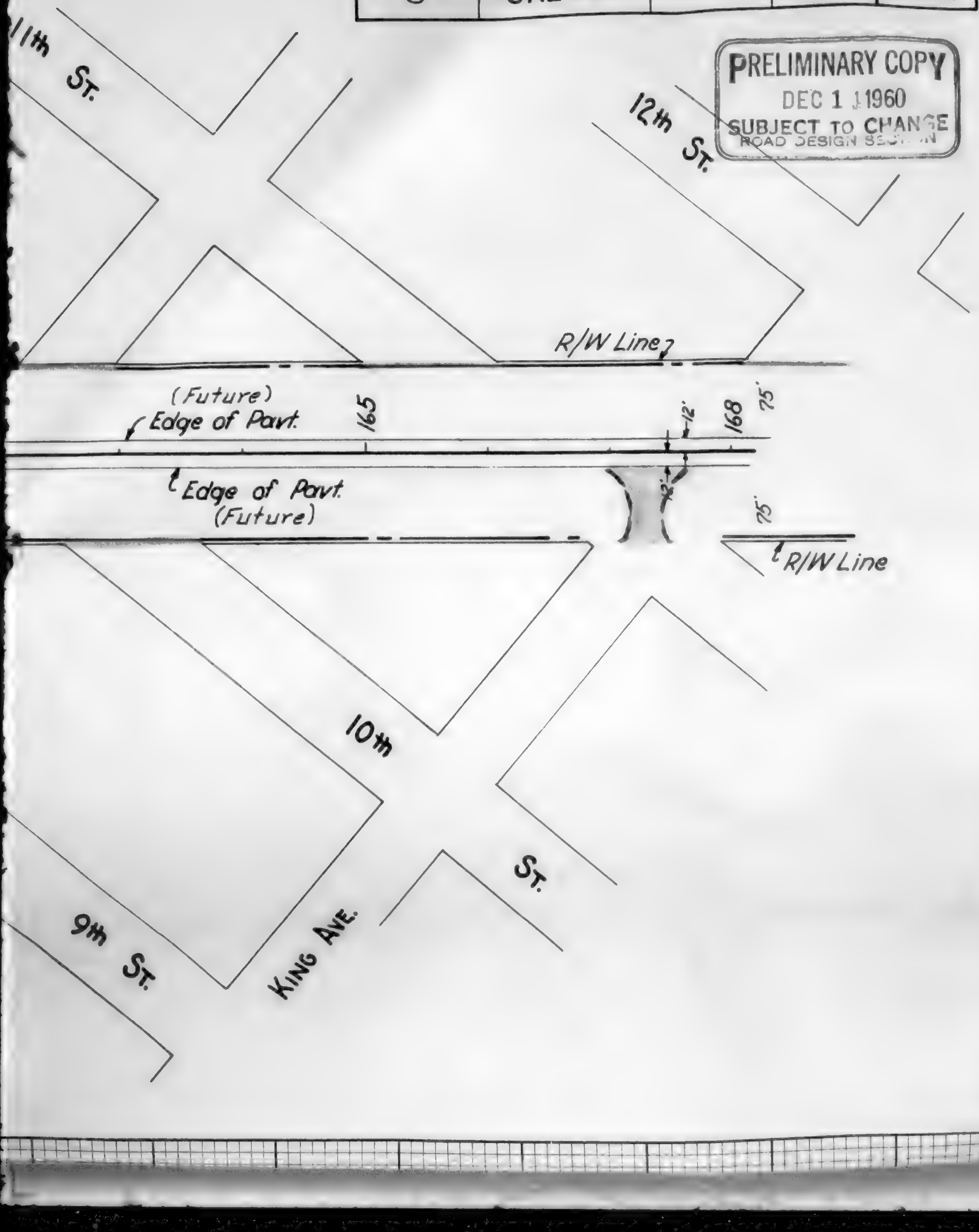
DEC 1 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION



HOLBROOK

141+00 Const. Ch.
12' Bottom –
Gen. Exc. 2
(Dispose of
in Old Cha

Subgrade ℄ Sta. 141+00

Ground Line

-0.1

2 3 4 5 6 7

Profile Channel Change at Sta 141+00 Lt ℄

20

10

11½"

0

Grade Ch. Ch. Lt

℄ Grade Ch. Ch. Lt

-10

-20

Exc. 41.2 (Sel

Exc. 14
Emb. 12

138 140

ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

BY

DATE

NEPTUNE

151+10 Inst.
Consi
9' Both
Gen. E.
Dr. Ex
Dr. E.
MA
(D

00 Lt & Rt.

Finish Grade 12' Lt or Rt. 7

+0.04

℄ Ground Line ℄ Subgrade Selected Subgrade

(Selected Sand Subgrade Mat'l.)

S.O.H. 48.486 Yd. Sta. L.O.H. 1588 C-Yd. Sta.

Emb. 6.734

145

150

Dr. Ex
Dr. E.

MARLIN A

7th ST.

ST.

149+90-154+70
Const. Channel Change Rt.
9' Bottom 1½:1 Slopes
Gen Exc. 1150 Cu. Yd.
(Dispose of as Directed in Old Channel)

℄ Grade Ch. Ch. Rt.

℄ Grade Ch. Ch. Lt.

Emb. 4,124 (Selected Sand S

S.O.H. 41,388 Yd. Sta

Emb 5,748

From Sta. 176+60

155

160

ST.

KING

18"

(Sand Subgrade Mat'l.)

S.O.H. 15,380 Yd. Sta. Fr

Emb. 4137

From Sta. 175+70

38 Yd. Sta. L.O.H. 397 C-Yd. Sta.

160

165

168

ST.

KING

20

10

11½"

18"

0

f'l.)

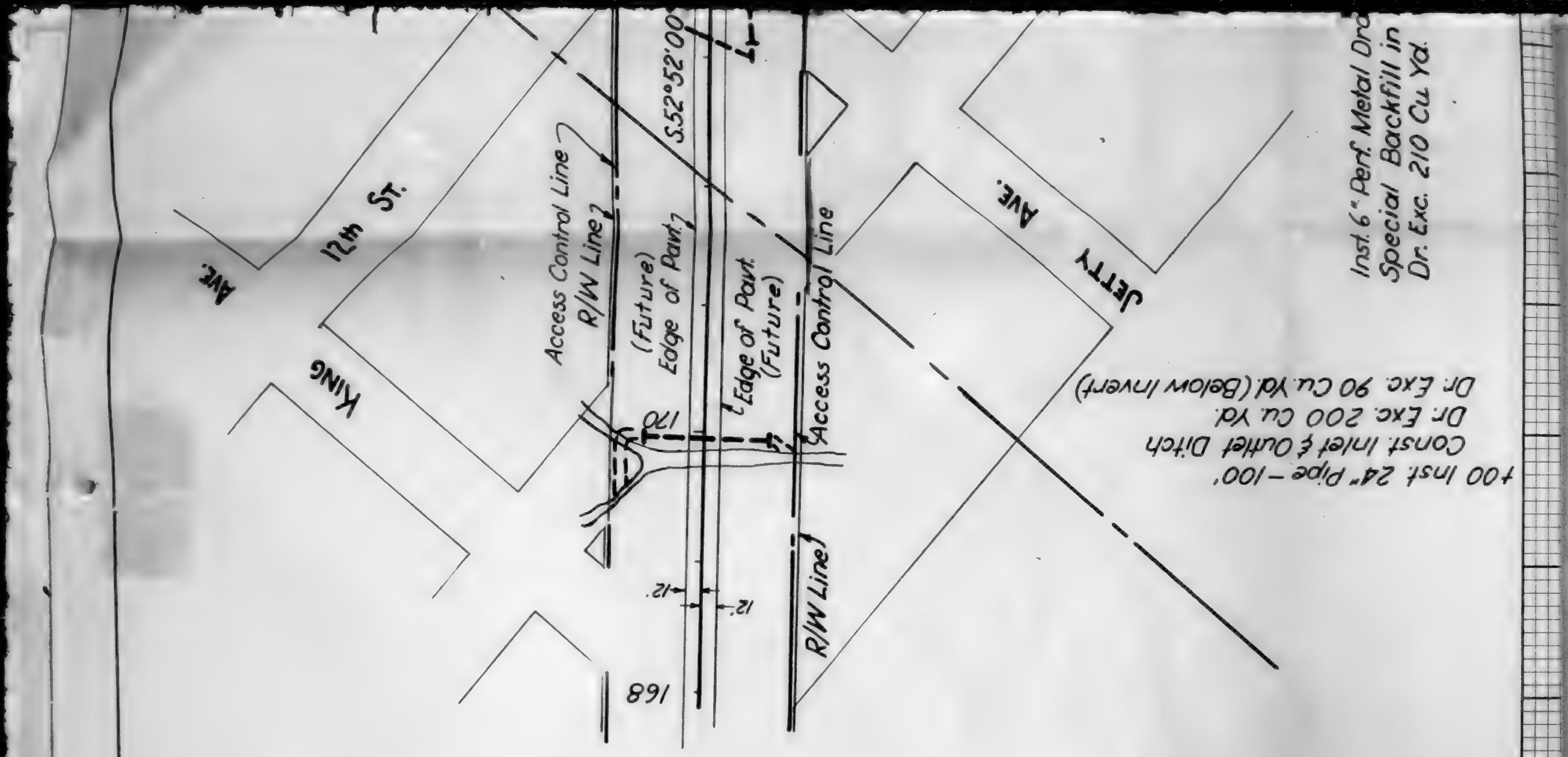
S.O.H. 15.380 Yd. Sta. From Sta. 174+90

Emb. 4137

T C-Yd. Sta. From Sta. 175+70

165

168



FINAL SURVEY			
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		
DATE	BY		

T.8N. R.10W. W.M.

EXIST. ORE. COAST HWY.

+00 Const. Conn.

Water Main

T.V. Cable

P.T. & T. Cable

+20 Inst. 18" Pipe - 100' Dr. Exc. 35 C.Y.

175+00.92 P.S. (Future)

181+00.92 P.S.C. (Future)

Const. Type 2 Fence

180

52'00"W.

450'

100'

5'R.

30'R.

24'

20'R.

Future Asph. Traffic Mar

174+76.45 P.O.T.

Conn. 0+00 P.S.

Conn. 4+80
Const. App.
Inst. 14' Gate
Inst. 18" Pipe - 28'
Dr. Exc. 2 C.Y.

400' Sp.
@ 2.0

Conn. 4+00 P.S.C.

Conn. 5+41.46 P.C.S.

Const. Type 2 Fence

300' Sp.
@ 2.6667

Conn. 8+41.46 P.T.

Conn.
8° C.R.
Δ 39°19'00"
T1 452.25
T2 413.89
Lmc 141.46'

Conn. 6+35
Const App.
Inst. 14' Gate
Inst. 18" Pipe - 28'
Dr. Exc. 2 C.Y.

IRENDALE AVE.

11th PLACE

Drain Pipe - 450' Lt. & 400' Rt.
in Drains - 170 Cu. Yd.
Yd.

(Future)
3° C.L.
Δ 21° 20' 30"
S 661.09'
Lmc. 111.39'
600' Sp.
α 0.5

182+12.31 P.C.S. (Future)

188+12.31 P.T. (Future)

To Camp Rilea →

Future Alignment

ure Asph. Conc.
affic Markers

Inst. 12" Pipe (Nested Type) -450'
(Conduit for Exist. 8" Water Main)
Dr. Exc. 175 C.Y.

HERON AVE.

fence

.8+41.46 P.T.

To Seaside →

Conn. 7+55
Const. App.
Inst. 14' Gate

ECT

Note: Traveled Portion of Exist
Coast Highway Not to b
Unless Otherwise Direc

NORTH UNIT
ASTORIA ~ CAMP RILEA
OREGON COAST H
CLATSOP COUN

FED. ROAD Div. No.	STATE	PRO NUM
8	OREGON	

Camp Rilea

PR
SUB
RO

ortion of Existing Oregon
ghway Not to be Disturbed
therwise Directed.

NORTH UNIT ASTORIA ~ CAMP RILEA SECTION OREGON COAST HIGHWAY CLATSOP COUNTY				SHEET No. 9
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			

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DEC 1 4 1960
SUBJECT TO CHANGE
ROAD DESIGN SECTION

+00 Inst. 24" Pip
Const. Inlet
Dr. Exc. 200
Dr. Exc. 90 C

Inst. 6" Perf. Metal Drain
Special Backfill in Dr
Dr. Exc. 210 Cu. Yd.

ORIGINAL SURVEY	SURVEYED	DATE
	PLOTTED	
NOTE BOOK	TEMPLATE	BY
	AREAS	
NO.	AREAS CHECKED	

20

10

0

11½"

18"

+0.04

Finish Grade 12' Lt. or Rt.

Ground Line ℄

Sc

Emb. 4,325 (Selected So

Exc

Emb. 2025

To Sta. 165+90

To Sta. 157+70

To Sta. 145+00

To Sta

168

170

etal Drain Pipe - 450' Lt. & 400' Rt.
kfill in Drains - 170 Cu. Yd.
Cu. Yd.

IRELDALE

11th PLACE

141.46'

onn. 6+35
Const App.
Inst. 14' Gate
Inst. 18" Pipe - 28'
Dr. Exc. 2 C.Y.

Co

END OF PROJECT
STA. 174+76.45

Temp. Conn. Ground Line

12.50

9.42

1000' V.C.

T.C. +1.13

T.C. 200' V.

1.51

Temp. Conn.

or Rt.

Subgrade

Selected Subgrade

T.C. 300' V.C.

T.C. 2+75 +10

T.C. 6+25

lected Sand Subgrade Mat'l.)

Exc. 2430

Exc. 4964

Exc. 6893

Exc. 8081

Exc. 4294

Exc. 16
Emb. 13

Exc. 1438
Emb. 1198

Exc. 350
Emb. 300

145+00

To Sta. 129+70

0+00 Conn.

5+00 Conn.

175

180

Conn. 7+55
Const. App.
Inst. 14' Gate

END OF CONTRACT PROJECT
STA. 8+41.46 Conn.

7.22

Future Finish Grade ℄ +8.50

To Seaside

20

Pavt.

Match Existing Existing Highway

C. 200' V.C.

Conn. ℄ +0.50

10

0

E 23+25

Exc. 350 (To be done under Paving Contract)

Emb. 300

10+00 Conn.

20

10

0

RECEIVED
FOR FILING

F-115(13)

F 5274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 22, 1961

To: Mr. G. S. Paxson
OFFICE

SUBJECT: Throughway Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Warrenton

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
County and City Relations Engineer

HSC:mm
Att.

APPROVED
Asst. Const. Engr.

NOTED
G. S. PAXSON

RECEIVED
FORM E-30X 50M 7-59 22128
DEC 27 1960

FOR FILING
F-115(13)
5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 22, 1960
Salem, Oregon

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Construction Agreement
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
City of Astoria

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

APPROVED
Asst. Const. Engr.

NOTED
G. S. PAXSON

RECEIVED
NOV 14 1960
FOR FILING

E-115(13)
#587

November 9, 1960

City of Astoria
Astoria, Oregon

Attention: Hon. Harry M. Steinbock, Mayor

Dear Sir:

At the Highway Commission meeting on November 3 and 4 Mr. Walter T. Wright, Right of Way Engineer, called to the Commission's attention that the City of Astoria had provided without cost 16.9 acres to be used as a source of material during the construction of the Astoria-Warrenton Section of the Oregon Coast Highway and to be reconveyed to the City of Astoria upon termination of the work.

The Commission was very appreciative of this action and instructed that a letter be sent to you expressing their appreciation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:rj

cc: Walter T. Wright

RECEIVED
NOV 14 1960
FOR FILING
F-115(13)
5874

November 9, 1960

Clatsop County Court
P. O. Box 179
Astoria, Oregon

Attention: Hon. Guy Boyington, County Judge

Gentlemen:

At the Highway Commission meeting on November 3 and 4 Mr. Walter T. Wright, Right of Way Engineer, called to the Commission's attention that Clatsop County had deeded to the State without cost in excess of 61.22 acres to be used in construction of the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway.

The Commission was very appreciative of the County Court action and instructed that a letter be sent to you expressing this appreciation

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:rj

cc: W. T. Wright

RECEIVED
NOV 14 1960
FOR FILING

F-115(13)
F 5-871

November 9, 1960

Hon. Harold C. Gramson, Mayor
City of Warrenton
Warrenton, Oregon

Dear Mr. Gramson:

At the Highway Commission meeting on November 3 and 4 Mr. Walter T. Wright, Right of Way Engineer, called to the Commission's attention that the City of Warrenton had deeded to the State without cost 2,850 square feet of land to be used in construction of the North Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway.

The Commission was very appreciative of the City of Warrenton action and instructed that a letter be sent to you expressing this appreciation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. T. Wright

RECEIVED
FOR FILING

FORM F-1XX

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-115(3)
5814

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

September 21, 1960

IN REPLY PLEASE REFER TO

Mr. Jomel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 366 - Warrenton G-Xing
Pux 367 - Smith Point G-Xing
S.P.& S. Co. - Clatsop Co.

Attention: Mr. Charles Leiserer, Examiner

Dear Mr. Leiserer:

At the hearing held in Astoria on May 10, 1960, relative to the above-titled crossing, Public Utility Commissioner's dockets SXF-130 and SXF-131, I made a statement to the effect that I have been representing the State Highway Commission in highway-railroad crossing matters since 1928, and that there were no instances in which the State Highway Commission has been charged with the maintenance of electric signals.

In connection with another matter, I now have discovered that my memory was not correct and that there has been one instance in which the obligation for maintenance of such signals has been imposed on the State Highway Commission. This exception was covered by Public Utility Commissioner's Order No. 16088, issued May 3, 1946, docket F-2111, the particular paragraph in the order reading as follows:

> "IT IS FURTHER ORDERED that, for the protection of vehicular movements across the crossing, Oregon State Highway Commission shall, at its own expense, install two Commissioner's Standard No. 2 automatic warning signals at appropriate locations, and shall thereafter maintain the signals in proper working condition."

The order was issued in accordance with the petition of the Highway Commission and, briefly stated, the reasons for the position of the Highway Commission were: (1) that the railroad owned by the Medford Corporation was a private logging railroad, not a common carrier; (2) that Medford Corporation had no other signal installations on its line of railroad and had no equipment nor trained personnel for the proper maintenance of the signals; and (3) that, in consideration of the paramount issue of public safety, it was preferrable

that the Highway Commission assume responsibility for the signal maintenance. None of these factors, however, is applicable to the crossings covered by the present proceedings.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:bjk
cc: John A. Reuling, Jr.
1410 Yeon Bldg.
Portland, Oregon

H. F. Moy
1101 N. W. Hoyt Street
Portland, Oregon

G. S. Pexson
Pux 366 &
Pux 367

RECEIVED
SEP 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

15

Youngs Bay

14

To Astoria

L Line

L 123+25.6 POT.
R.R. 217+61.1 POT.

Dike

Warrenton Connection

22

23

To Warrenton

Clatsop County Airport

To Astoria

To Seaside

To Gearhart

27

26

VICINITY MAP

Proposed

Alder Lane

DATE

BY

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

FINAL SURVEY

NOTE BOOK

NO.

Dike Access Sta "L" 117+04.15
(Dike Sta. 105+28.0)

Proposed R/W

Astoria

150'

Clatsop County
B-121 P-83

Clatsop County
B-121 P-83

Clatsop County
B-121 P-83

Clatsop County
B-124 P-349
B-126 P-587

Clatsop County
B-132-P-44
B-121 P-83

Clatsop County
B-121 P-83
B-130 P-83
P-15

Clatsop County
B-227 P-239
B-142- P 152
B-137 P369

+60 Install 24" CMP 130'
(Asbestos Bonded)

Ave

N.E.

Reef

N.E. 7th (Canyon) St.

N.928,788.51
E.1,140,733.27

Clatsop County
B-9 P-17-48; B-200 P479
B-137 P369; B130 P-15

Clatsop County
B-188 P217
B-130 P-15

L 117+04.15 POT
Dike 105+28.0

Clatsop County

Dist. Line #2 Div. of the City of Astoria

S 52°

S 38° 55' 00" E
1722'

S 38° 55' 00" E
1722'

(22) (23) (21) (20) (19) (12) (13) (7)

T.8N., R.10W., W.M.

Adair Creek

R.R. R/W

Clatsop County B-130 P-15

Clatsop County B-239 B-142 P-152 B-137 P-329

Clatsop County B-130 P-15

Clatsop County B-130 P-15 Strip

Clatsop County B-132 P-44 B-130 P-15

Clatsop County B-137 P-369 B-130 P-15

Clatsop County B-132 P-369

Clatsop County B-142 B-137

Proposed R.R. Signals

Sta. 145+35.6 R.R. 217+61.1

S 52° 52' 00" W

120

42° 43'

125

16° C.R. T.= 159.74 T.= 254.03 Δ = 46° 21' 30"

N 84° 25' 00"

N.E. (Benton) Quay

(Astor) Harbor

Harbor (St) Place

N.E. 1st St.

St.

Ave.

Diking Dist. #2 Dike

Diking Dist. #2 Dike Ownership

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

Clatsop County B-121 P120 (7)

Clatsop County B121 P120 (8)

Clatsop County B137 P369 ; B121 P120 B130 P15 (6)

Clatsop County B137 P369 ; B135 P119 B214 P193 (5)

Clatsop County B121 P120 (4)

Clatsop County B121 P120 (3)

Clatsop County B121 P120 (2)

Clatsop County B130 P15 ; B121-120 (1)

Effie Gray B19 P510

Gilmon G. & Austin F. Brown B123 P492-498

(St) Court S.E.

S.E. 1st Ave.

S.E. 2nd (Bay) Ave.

S.E. 3rd Ave.

S.E. 4th Ave.

S.E. Pacific Ave.

S.E. Pacific Ave.

S.E. Pacific Ave.

S.E. Pacific Ave.

S.E. 22nd St.

S.E. 23rd St.

P County P15

Stubbed P/W line

P/W line

Proposed P/W line

Proposed P/W line

Proposed

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Clatsop County B-121 P120 (7)

(St) Court

S.E.

Clatsop County B121 P120 (8)

Clatsop Co. B121 P83 (10)

4th St.

Gilman G. & Austin F. Brown B123 P492-498

Pacific Ave.

S.W.

Clatsop County B137 P369; B135 P119 B214 P193 (5)

(6)

Δ = 43° 38' 30"

To Gearhart

60'

135

(9)

Clatsop County B130 P15

Clatsop County B132 P81; B130 P15 B124-349

Proposed R/W line

Pacific Ave.

Clatsop County B121 P120 (4)

200' Sp. @ 10.0

Ditch

SE

Clatsop County B121 P120 (3)

N 80°46'30"W

Rd. Line

50'

To Warrenton

Holbrook

22 23

Slough

DATE

BY

ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

℄ S.P.&S R.R.

℄ Located Line

Finish Grade

0.00

By Soundings

SIGHT DI

From Railroad

Point			Distance						Po	
100	Feet	East	1,000	Feet	Rt.	1000	Feet	Lt.	100	
500	"	"	1000	"	"	100	"	"	500	
100	Feet	West	1,000	Feet	Rt.	1,000	Feet	Lt.	100	
500	"	"	1000	"	"	1,000	"	"	500	

HT DISTANCE

From Highway

Point			Distance				
t.	100	Feet	North	1,000	Feet	Rt.	800 Feet Lt.
	500	"	"	1,000	"	"	800 " "
t.	100	Feet	South	400	Feet	Rt.	1,000 Feet Lt.
	500	"	"	300	"	"	900 " "

N.L

Clotsdale

B162

B137

Plare

20'

BG Sta. 217+61.1 = ℄ Sta. 123+35.0 Equ.

℄ Sta. 123+35.0 = BG Sta. 217+61.1 Equ.

300 V.C.

+28 VCPI El. 720

R.R.

135

+0.04

℄

3' — 10' — 12' — 12'

Asphaltic Conc.

Widen Shoulder for R.R. Signal installation

8'

¾"-0" Top Course Comp. thkn. 2"

2½" Co

TYPCIAL SECT

+0.04

℄

12' | 10' | 3'

Asphaltic Conc. 3½"

Widen Shoulder for R.R. Signal installation

8'

2½"-0" Bottom Coarse Comp. thkn. 6"

L SECTION

OREGON STATE H

S.P.&S R.R. C

O.S.H.D. Sta. 123+35.6 = R

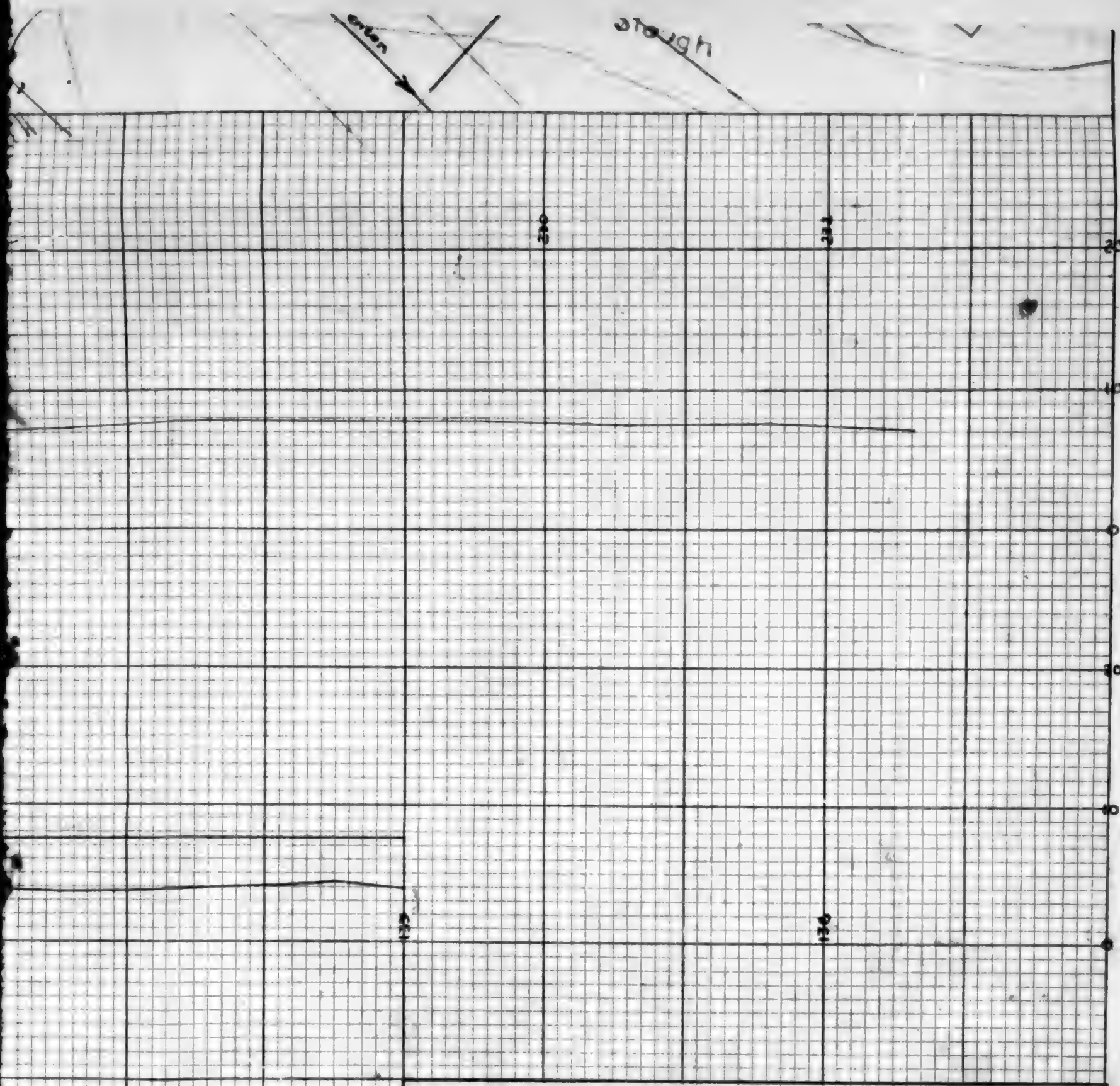
ASTORIA - CAMP R

OREGON COAST

CLATSOP C

E.J. HALL - RES. ENGR

Scale: 1" = 10' Vert. 1" = 100'



n. Shoulder
R.R. Signal
tallation

OREGON STATE HIGHWAY DEPT.

SP&S R.R. CROSSING

O.S.H.D. Sta. 123+35.6 = R.R. Sta. 217+61.1

ASTORIA - CAMP RILEA SEC.

OREGON COAST HIGHWAY

CLATSOP COUNTY

E.J. HALL - RES. ENGR. Date: FEBRUARY 1960

Scale: 1" = 10' Vert. 1" = 100' Horz.

Exhibit A

RECEIVED
SEP - 2 1960
FOR FILING
F-11s-(13)
#5874

August 31, 1960

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

Pursuant to our telephone conversation of yesterday, I am pleased to give you the following information and data pertaining to the Astoria-Gearhart section of US101 in Clatsop County. It appears that there is some question as to why there should have been a difference in the estimated cost in reports that I submitted to the Highway Commission under dates of October 22, 1958 and July 15, 1959. In order that you may have full information on this data, I am sending to you a copy of our Technical Report No. 59-6, and I think that the reference you will need to make from this report is the map showing alternate lines, as indicated on page 28, and a summary of estimates of the alternate routes, as indicated on page 90.

I first call your attention to the fact that in the 1958 report the C or lower line indicated on the map was not even considered in 1958. This less expensive routing was discovered when we made a full detailed survey of the various routes, which before had been covered only by reconnaissance. The 1958 report indicated that the B line would cost $6,844,000, as compared to the 1959 estimate for the C line--an entirely different line--of $4,908,884.

You will note on the summary of estimates that the plan B line, or the middle line, was lowered from the 1958 estimate of $6,844,000 to $5,600,758. This was primarily due to the lowering of the cost of the Smith Point Bridge, which will be 4,250 feet in length. The estimate on this bridge in 1958 was indicated as $3,000,000. A restudy and redesign utilizing prestressed concrete for all of the structures except about 300 feet of steel structure at the draw span decreased the estimated cost to $2,172,000. Plan B, however, is not in controversy as of now, so I shall give you the figures which show how it was possible to reduce the cost of the C line or so-called Camp Rilea line to a total of $4,908,884.

I attach a tabulation showing the various segments of construction and the savings or increase in the estimates between the 1958 and 1959 reports, and now set forth reasons for the estimated changes. The

first item on the tabulation is the Youngs Bay Bridge itself, which you will note shows a decrease in estimated cost of $827,700, and the second item is the grading, surfacing, and paving of the entire line on the Camp Rilea route, through A, I, K, L, G to E. The estimated cost of this grading and surfacing has been decreased by a total of $1,058,649. The reason we were able to make this reduction in estimated cost was that our more complete survey indicated that there was no need to build a complete new road as indicated on the middle line from A to G. The Camp Rilea route can connect to the existing highway at point L, which very materially decreases the cost of constructing between points L and G. The existing highway can be improved to a modern standard at a much decreased cost, and there is no reason that a new line should be built which would only parallel the existing highway and serve no useful purpose.

The other items are minor in nature. The third item in the tabulation, covering channelization, railroad signals, and minor structures, shows an increased cost on the C line of $68,583. Right-of-way costs are decreased, however, by $117,350 by reason of the much lesser right of way to buy if we utilize the existing right of way between points L and G. Our estimates and data as included in Technical Report No. 59-6 were very carefully determined after extensive field surveys covering a period of over six months. Our report and estimated figures are in no way biased between any of the alternate routes, and this matter will prove itself when the new route is constructed. We have, of course, no control over possible raise in prices of various items in construction, but any raise in price would affect either of the alternate routes, so the resultant status would remain comparable.

If there is any more information that you would like to have in this matter, I will furnish it promptly upon request.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:me

Enclosures

ASTORIA-GEARHART SECTION

US101

Estimated Cost	1958 Report	1959 Report	Plus or Minus
Youngs Bay Bridge	$3,000,000	$2,172,300	$ -827,700
Grade, Surface, and Pave	3,354,000	2,295,351	-1,058,649
Channelize, Railroad Signals and Minor Structures	190,000	258,583	+68,583
Right of Way	300,000	182,650	-117,350
	$6,844,000	$4,908,884	-$1,935,116

August 31, 1960

RECEIVED

FOR FILE

F-115(13)

5574

REFERRED TO Paxson note

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

MARK O. HATFIELD
GOVERNOR

August 19, 1960

Mr. Nicholas Kussman
2265 Exchange Street
Astoria, Oregon

Dear Mr. Kussman:

Although I had intended to contact you when in the Astoria area, time did not permit. However, I have reviewed the matter of the relocation of Highway 101 extensively with the Highway Department.

The matter of location of improvement south of Astoria has been under consideration for more than 10 years. During that time, many alternate lines have been investigated and estimated as to cost. The estimates which you quote in your letter of April 29 were taken from older studies and were made prior to the time that the line downstream from the railroad bridge was investigated.

The decision between the so-called Lewis and Clark line and the Camp Riles line, based entirely upon cost and benefit figures, is a rather close one. The Commission, in carrying out the mandate of the Oregon statutes, circularized all responsible bodies, giving them the information which was at hand, and held a hearing at Astoria on October 29, 1959. The hearing was well advertised, and everyone with an interest in the matter had ample opportunity to present his views. A very great preponderance of opinion expressed at the hearing was in favor of the Camp Riles line, which the Commission later adopted.

There appeared at the hearing representatives of the Clatsop County Court, who expressed no preference, simply stating that no unusual benefits or detriments accrue to the county road system on either line.

Mr. Douglas V. Olds, Superintendent of Schools at Astoria, brought out the hazard to the school children if a four-lane facility were developed in front of the high school and an elementary school. These schools front upon a section which would be contained in the so-called Lewis and Clark line.

COPY

The Mayor of Warrenton appeared and presented a resolution from the City Council favoring the Camp Rilea line. The Mayor of Astoria also appeared and testified that the City Council, on motion, had gone on record favoring the Camp Rilea line. Mr. Charles DeFoe, manager of the Astoria Chamber of Commerce, made an extensive presentation strongly favoring the Camp Rilea line. Mr. Baldwin, City Manager of Warrenton, presented three resolutions (from the Clatsop County Mutual Aid Firemen's Association, the Warrenton Chamber of Commerce, and the City Council of Gearhart), all urging construction of the Camp Rilea line. Mr. G. J. Barbey, Chairman of the Astoria Planning Commission, appeared and endorsed the Camp Rilea line, and finally, Mr. R. J. Bettendorf, Manager of the Port of Astoria, presented a resolution adopted by the Port asking that the Camp Rilea line be chosen. A resolution was presented by Mr. Harold Dahlgren, Secretary of the West End Development League, asking adoption of the Camp Rilea line.

The principal objectors to the Camp Rilea Route and favoring the Lewis and Clark Route were a group of residents in the Youngs Bay area, principally from the Miles Crossing locality, which is immediately south of the present bridge. Mr. Francis E. Harrington, an attorney from Portland, presented a lengthy statement in favor of the Lewis and Clark Route. Several residents of the Youngs Bay area also spoke in favor of the Lewis and Clark Route.

The Commission gave very careful study to the factual data presented in the Highway Department's report and to the views expressed and recorded at the public hearing and, in view of the very great preponderance of those favoring the Camp Rilea Route and the rather close correspondence in the benefits to the public on either of the two lines, decided in favor of the Camp Rilea Route, which has been formally adopted for improvement as a part of US 101.

The letter from Mr. Posey which you included in the material given to Mr. Elfstrom has been given thorough consideration. There is no question that severe storms will occasionally be experienced in the area. However, the wind velocities will not be as great as those in the Columbia River Bridge and there is no anticipation of insurmountable difficulties.

In your letter dated May 11, you comment on the difficulties which the proposed bridge would cause the navigators. At a hearing on May 10, this was thoroughly gone into, and the navigators suggested that if the bridge were left in its originally planned position the

draw span should be lengthened to provide 200 feet of clearance. This would have increased the cost not in the amount quoted but by approximately $170,000. The navigators further suggested that if the location could be moved immediately adjacent to the railroad bridge, so that in effect a single navigation opening was provided, the same clearances that are provided at the railroad bridge would be satisfactory. In investigating this suggestion it was found that the additional cost in moving the line would be negligible, as the same bridge length would be used.

A second conference, which you attended, was held on July 22, and the navigators expressed themselves as being entirely satisfied with the revised arrangement.

Since the Highway Commission has given complete and thorough consideration to all factors involved and since the great preponderance of sentiment in the area favors the route chosen, it does not appear that the Commission should be asked to give the matter further review. We sincerely appreciate your interest in this matter and your concern that the best interest of all be served. Please be assured that this desire coincides with that of the Highway Commission in making its decision and the route that has been chosen represents the best judgment of that body.

If you have any further questions or observations on this matter, we would sincerely appreciate hearing from you.

Sincerely yours,

Warren Nunn
Executive Assistant

N:j

cc: Honorable Robert L. Elfstrom
Dr. John F. Rankin
State Highway Department

RECEIVED
AUG 22 1960
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

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1960
FOR FILING
F-1156(2)
5874

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 16, 1960

IN REPLY PLEASE REFER TO

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 367 - Smith Point G-Xing
S.P.& S. Co. - Clatsop Co.
Oregon Coast Highway

Attention: Mr. Charles Leiserer, Examiner

Dear Mr. Leiserer:

This communication is addressed to you relative to hearings on the Smith Point G-Xing, your docket SAF-130, and on the Warrenton G-Xing, your docket SAF-131, held in Astoria on August 10, 1960.

Each of the crossings is within the corporate limits of the respective municipality. You were advised that this information would be furnished to you.

While on the stand, Mr. H. F. Moy, Chief Engineer for Spokane, Portland and Seattle Railway Company, made reference to the maintenance of signals on a project which he designated as "Cedar Avenue in Beaverton," but was not able to give definite information as to the docket involved. This matter was covered by order No. 36312 issued September 17, 1951, docket No. F-2664, which order provided that Oregon Electric Railway Company should maintain the crossing signals and controls and appurtenances.

It is true that by subsequent agreement with Oregon Electric Railway Company, Washington County agreed to reimburse Oregon Electric Railway Company to the extent of 50 per cent of the total cost of maintaining and keeping in repair the complete signal installation, but the Highway Commission was not a participant in the assumption of such costs. As a matter of actual fact, the action of the County was contrary to the recommendation of this department.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWDsbjk
cc: John A. Reuling, Jr.
1410 Yeon Bldg.
Portland, Oregon

H. F. Moy
1101 N. W. Hoyt Street
Portland, Oregon

C. S. Paxson
Pux 366

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AUG 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1244

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JUL - 7 1960
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F.115(1-3)

5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 5, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 367 - Smith Point G-Xing
S.P. & S.RR. Co.
Clatsop County
Oregon Coast Highway

Dear Sir:

Herewith I hand you for substitution in the application of the Highway Commission in the above titled matter, your docket No. SXF-130, print of revised Exhibit "A". This is to supersede the Exhibit "A" attached to the petition.

Copies of the revised exhibit have been sent as indicated below.

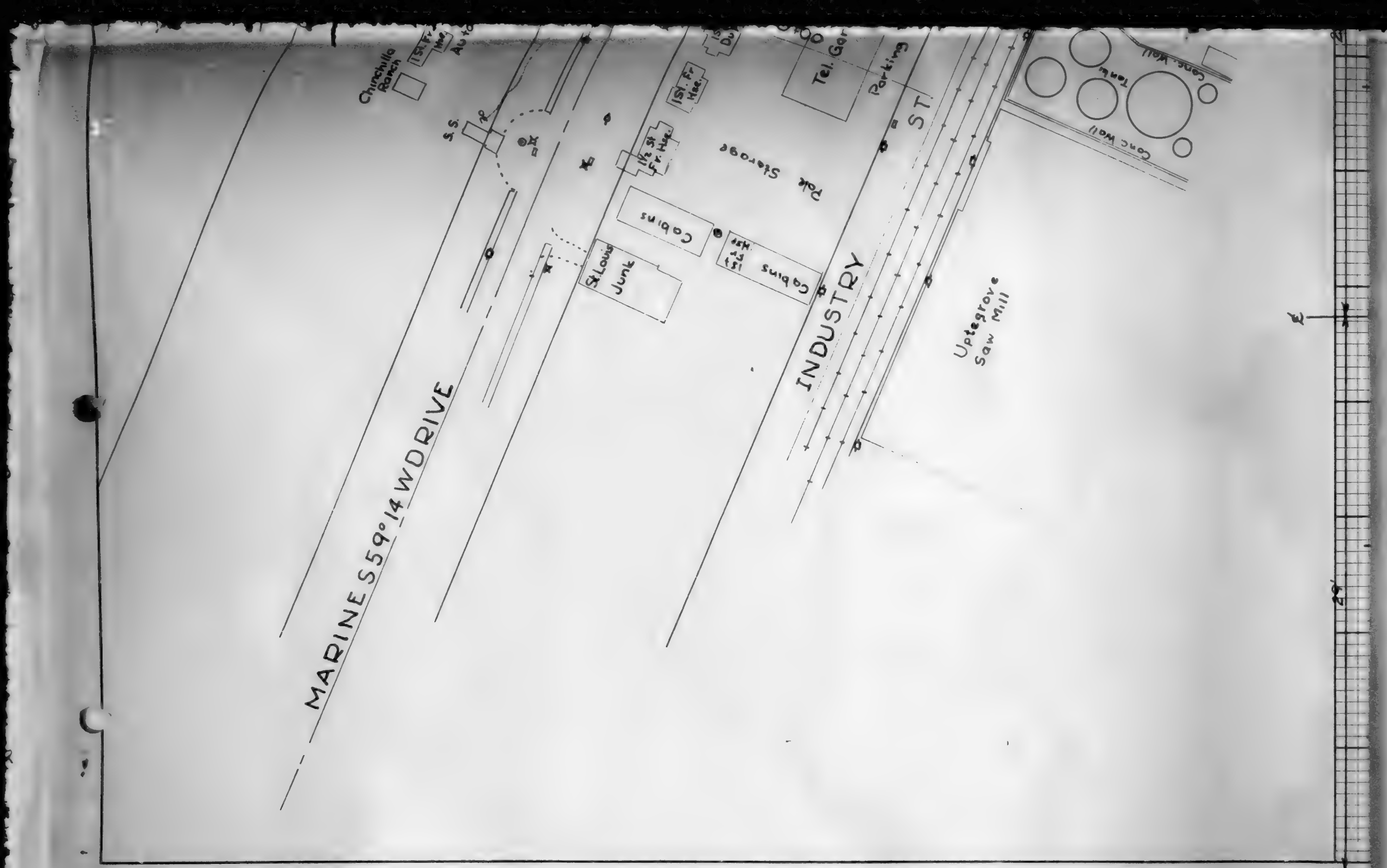
Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Hart,Rockwood,Davies,Biggs & Strayer
J. L. Monohan
Mayor & City Council of Astoria
Forrest Cooper
G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

RECEIVED
JUL 30
OFFICE OF



FINAL SURVEY	NOTE BOOK	NO.
SURVEYED	TEMPLATE	
PLOTTED	AREAS	
	AREAS CHECKED	

BY	DATE

T. 8 N.

6° C.L.
Ts. = 15
Ts² = 15
LMC =

"L₂" 6+96.07 P.T.

"L₂" 8° C.L.
Δ = 20° 34'
Ts = 230.30

9-4.0
200' Sp.

"L₁" 4+96.07 P.C.S.

EXIST 7+74.9 PSC.

"L₁" 4+38.99 P.S.C.

9-4.0
200' Sp.

"L₁" 2+38.99

MONTREY AVE

HAMBURG

Brass Plug Lt.

Chinchilla Ranch

1St. Fr. Hse

Auto Court

1St. Fr. Duplex

"L₁" 0+00

Tel. Garage

Parking

Brickwick Office

Brickwick Conc Wks

5+90 BS

AVE.

Abandoned Boiler Bldg

Mobilgas Office & Whse 1st Gen. Mdse

5° Curve

P & S

5+80 BS

Brush

Conc. Wall

Tanks

Conc

29'

T. 8 N. R. 10 W., W.M.

6° C.L.
Ts_1 = 1589.8
Ts_2 = 1558.0
LMC = 1387.6

FLORENCE AVE.

1 St. Fr. Hse

1 St. Fr. Hse

1 St. Fr. Hse

1½ St. Fr. Hse

1½ St. Fr. Hse

2 St. Fr. Hse

1st. Fr. Hse

Brush

S 21° 41' 00" W

876.4

S.R. & S. R.W.

164+26.5

45+08.3 Eq.

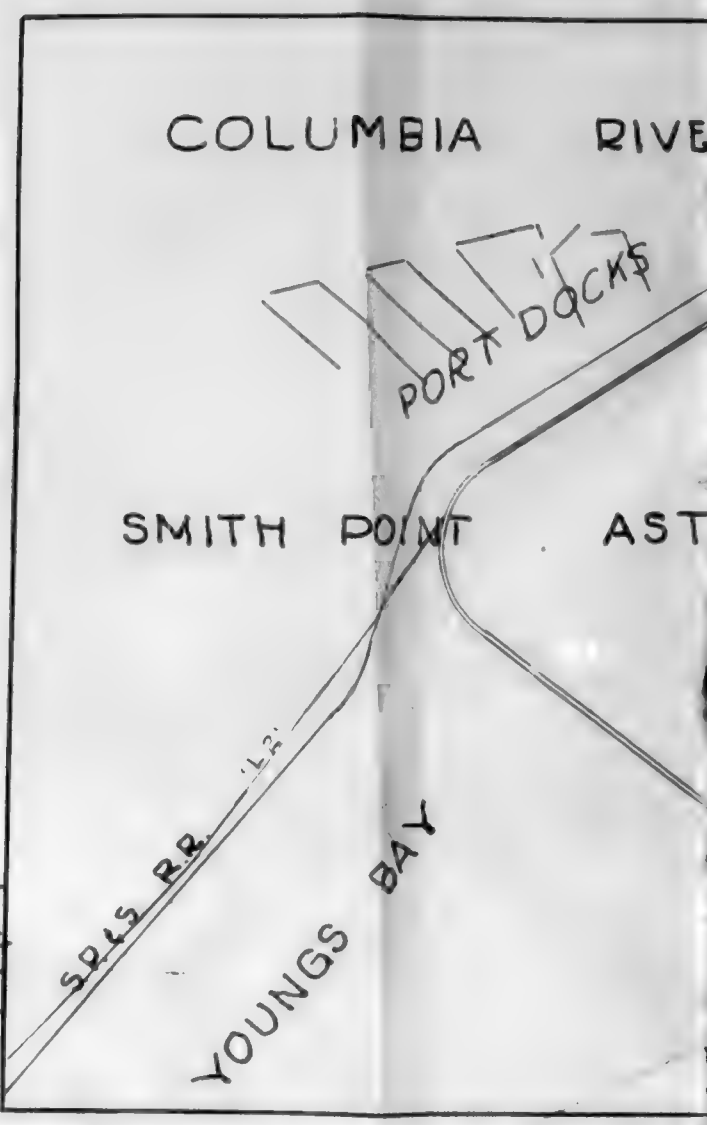
R.R.

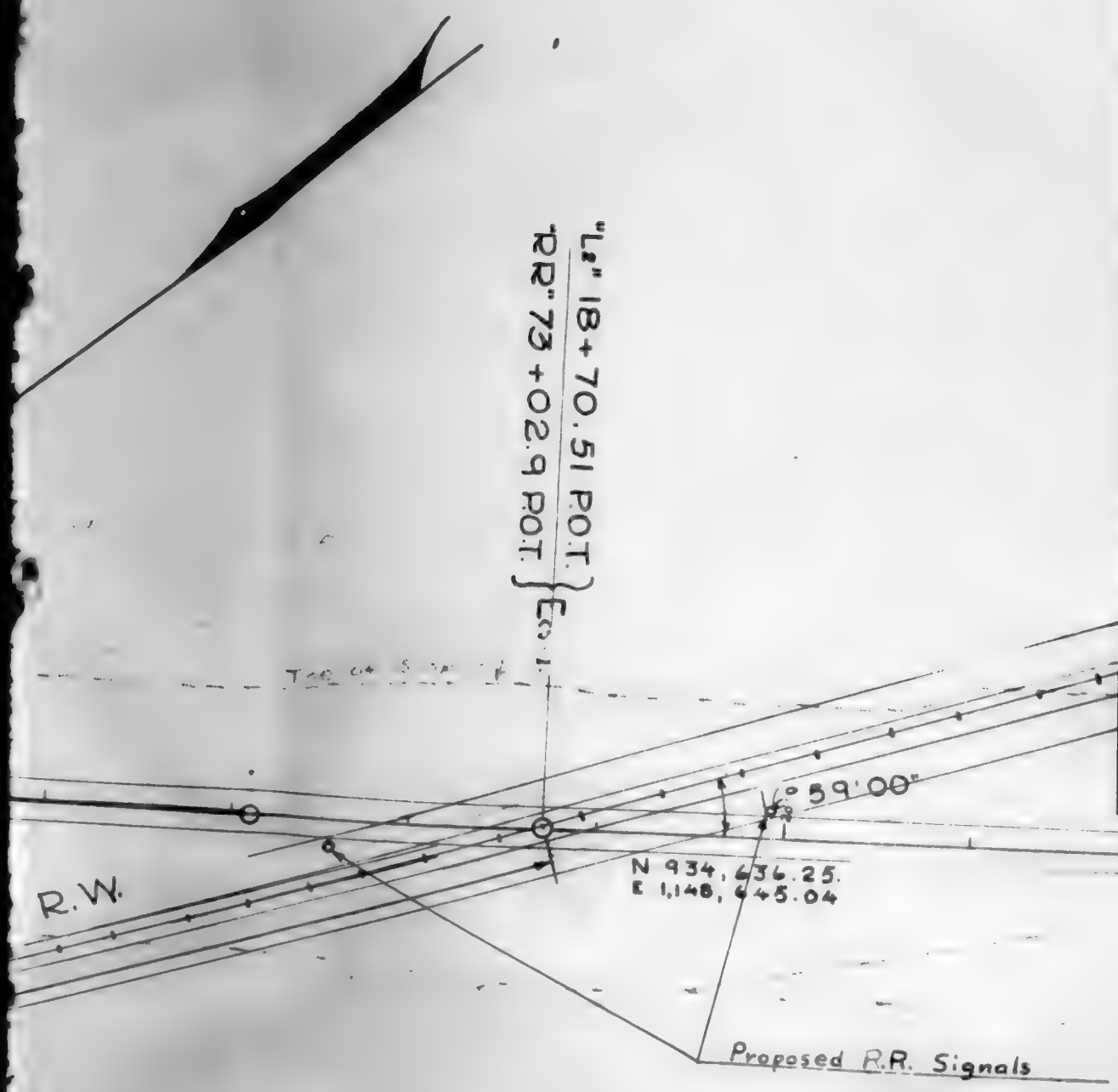
Property Lines No. Trees

Conc. Wall

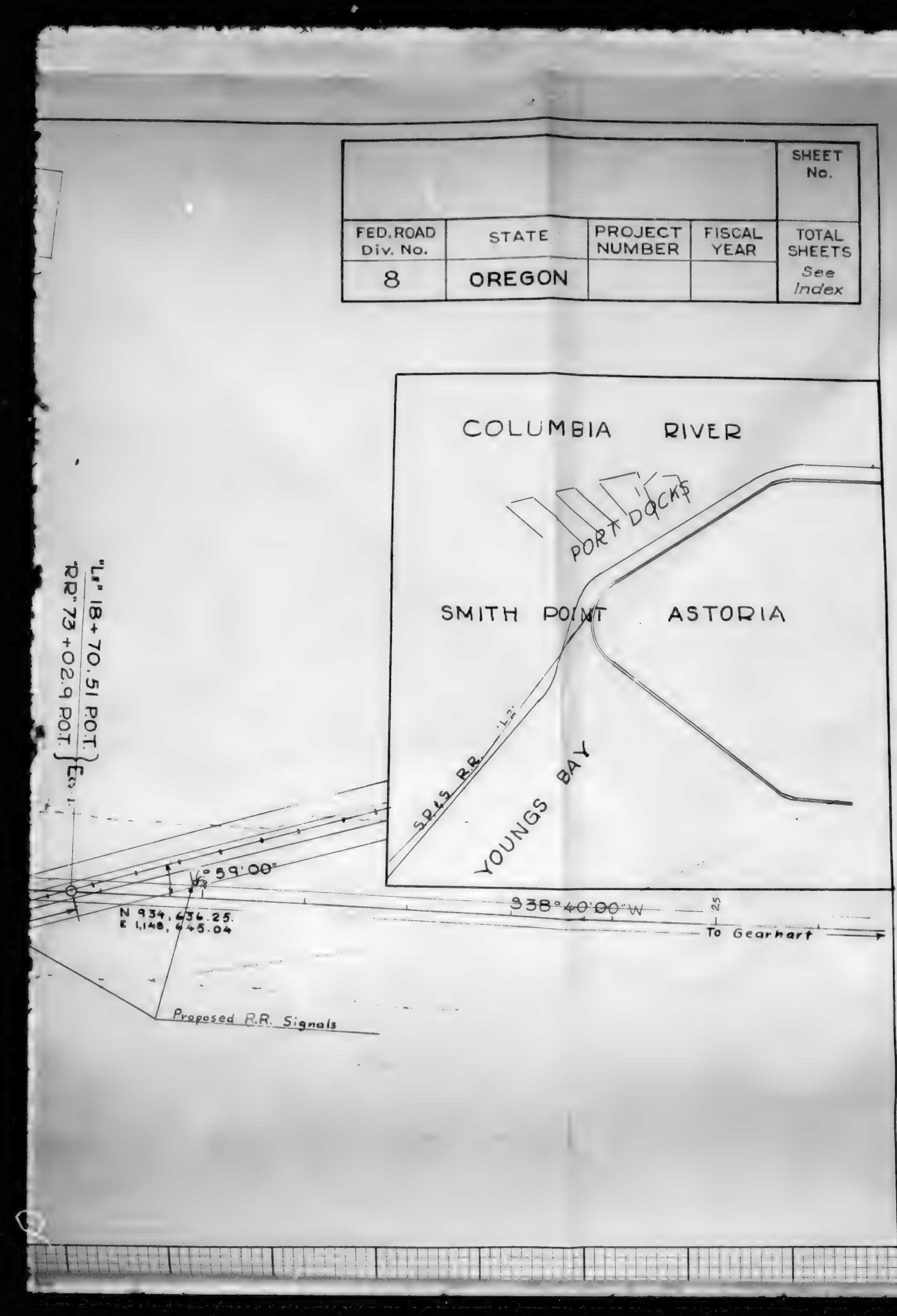
Pile Trestle

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FI
8	OREGON		





				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



ORIGINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

E.S.P&S. R.R.

18" Stone Sub Base

RR 55+00

0+00

5+00

RR 60+00

Road Bed Section

1½" Oil Asphalt mat

Asphalt conc. surf. Class B 3½"

Top Course Base 2"

Bottom Course Base

12'

12'

20'

2%

2%

Widen shoulder
for RR signal
installation

Conc. Wall

Gas Tank

Pump Bldg.

Conc

RR 60+00

RR 65+00

5+00

10+00

Finish Grade

4% V.C.

Conc. Wall

Approx. Station of No. Trees

15+00

RR 70+00

elev. 15.3' — La 18+70.51 POT. } Equ
RR 73+02.9 POT. }

La 18+70.51 POT. } Equ elev. 15.3'
RR 73+02.9 POT. }

20+00

RR 75+00

RR80+00

300'LT

35+00

OREGON STATE HIGHV
ASTORIA-OR

S.P.&S.R.R. C

OSHD STA. L2" 18+70.51 = P

ASTORIA - CAMP RI

OREGON COAS

CLATSOP C

SEC. 18 T 8N

E. J. HALL RES ENG.

SCALE 1" = 100 HOR.

DRG. NO. 8

RR80+00

RR85+00

30

20

10

30+00

25+00

Exhibit A

OREGON STATE HIGHWAY DEPARTMENT

ASTORIA-OREGON

S.P.&S.R.R. CROSSING

OS HD STA. "L" 18+70.51 = "R.R." STA. 73+02.9

ASTORIA - CAMP RILEA SECTION

OREGON COAST HIGHWAY

CLATSOP COUNTY

SEC. 18 T 8N R 10W W.M.

E. J. HALL RES. ENG. JUNE 1960

SCALE 1" = 100' HOR. VERT 1" = 10'

DRG. NO. 88-17-21 A

RECEIVED
JUN 30 1960
FOR FILING
F-11-C(1)
5874

Salem, Oregon
June 28, 1960

Mr. J. W. DeSouza

Grade Crossings
Astoria-Camp Riles Section
US101
Clatsop County

On March 10, I wrote you asking that you make application to the Public Utility Commissioner for a permit to install grade crossings of the S. P. & S. on the Astoria-Camp Riles Section south of Astoria. I understand that you have held this up pending settlement of a line change which would affect the crossings.

I am now sending you one print and the revised tracings for the two grade crossings. At the crossing at Smith Point, the only change from the data given in my letter of March 10 is in the stations, both Railroad and Highway, at the crossing and in the angle of intersection. In the revised location, the stationings are L_2 18+70.51 Highway and 73+02.9 Railroad. The angle of intersection is 16 degrees and 59 minutes.

At the Warrenton crossing, there is no change in the stationing or angle at the crossing. However, just to the north of the crossing the original alignment was shown as tangent, while the new alignment introduces a curve. This curve ends about 300 feet north of the crossing, and it may be that you will not want to introduce revised maps. This line change was made in order to place the bridge across Young's Bay immediately adjacent to the railroad bridge in order to satisfy objections from navigation interests.

It would be appreciated if you would now submit the application for these crossings to the Public Utility Commissioner.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

FORM E-80 50M 2-60 26110

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1960

SUBJECT: SP&S Railroad Grade Crossing
Astoria-Camp Rilea Section
Oregon Coast Highway

To:
Mr. G. S. Paxson
Asst. State Highway Engineer
State Highway Department
B U I L D I N G

Herewith, revised vicinity map of the SP&S Grade Crossing on the Astoria-Camp Rilea section of the Oregon Coast Highway for use in making application for the PUC hearing.

Tom Edwards
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:db

NOTED

RECEIVED
JUN 24 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 2 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

F-11:7 (13)

5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 25, 1960

Mr. Richard Devers
Attorney at Law
1410 Yeon Building
Portland 4, Oregon

Re: Pux 366 - Warrenton G-Xing
S.P. & S. R.R. Co.
Oregon Coast Highway
Clatsop County

Dear Mr. Devers:

Receipt is acknowledged to your letter of May 24th relative to PUC Files SXF-130 and SXF-131, Smith Point Grade Crossing and Warrenton Grade Crossing.

As I advised you on May 16, 1960, there will be a change in the location of the proposed Smith Point Grade Crossing, but I am advised that, while there will be a slight change in the location of the highway in the general vicinity of the Warrenton Grade Crossing, there will be no change in the crossing itself.

I assume that in accordance with general practices, both the matters will be set for hearing on the same day, or on successive days, so that it would appear there will be no time lost if answer regarding the Warrenton Grade Crossing is delayed until answer on the Smith Point Grade Crossing is filed.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

NOTED
G. S. PAXSON

JWD:ks

cc: Jonel C. Hill
Public Service Bldg.
G. S. Paxson
Pux 367

RECEIVED
MAY 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128

RECEIVED
MAY 17 1960
FOR FILING
F-115(3)
F-5574

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 16, 1960

Hart, Rockwood, Davies, Biggs & Strayer
Attorneys at Law
1410 Yeon Building
Portland 4, Oregon

Re: Pux 367 - Smith Point G-Xing
S. P. & S. R.R. Co.
Clatsop County

Gentlemen:

According to advice from the office of the Public Utility Commissioner, you were served with petition of the Highway Commission in the above entitled matter on April 27, 1960, Docket No. SXF-130.

I now am advised that there will be a change in the location of the proposed crossing, and suggest that you defer making an answer, awaiting further details. At this time I cannot state positively as to whether or not there will be any change in the body of the petition, but a revised map definitely will be required.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: J. L. Monohan
1101 N. W. Hoyt St., Portland 7
Mayor and City Council
City of Astoria
J. C. Hill
Public Utility Commissioner
Forrest Cooper
G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

FORM E-123-X 75M 1-60

RECEIVED
APR 20 1960
FOR FILING
Const
Ind. Dr. King
P44-363

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1960

Mr. Jonel C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 367 - Smith Point C-King
S. P. & S. Rwy. Co.
Oregon Coast Highway
Clatsop County

Dear Sir:

Herewith I hand you four copies of application of the State Highway Commission relative to the above titled matter. Two of the copies are for service upon Spokane, Portland and Seattle Railway Company, and one copy is for service upon Clatsop County in case you desire to make such service. I do not think, however, that Clatsop County is a necessary party.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Forrest Cooper
G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

RECEIVED

Pux 367

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Highway, known as the SMITH POINT GRADE CROSSING project in Section 13, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon

P E T I T I O N

No_____

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes the construction of a revised location of the Oregon Coast Highway between Astoria and Camp Rilea, and that in connection therewith it will be necessary and desirable to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company at the location designated and set forth in drawing titled S. P. & S. R. R. Crossing, O.S.H.D.Sta. 16+78.0 = R. R. Sta. 70+82.6, marked Exhibit A, attached hereto and by this reference made a part hereof.

IV

That it is and would be impracticable and uneconomical to construct a grade separation at the said location by reason of the minor volume of traffic

upon the railway and the expense which would be involved in a grade separation structure.

V

That the estimated average daily volume of traffic on the highway at said location will be 4,750 vehicles, and that the average traffic upon the railway will be 6 freight train movements per week with additional switching movements approximately 8 times daily extending Monday through Saturday.

VI

That the following are affected by the proposed crossing: Spokane, Portland and Seattle Railway Company and Petitioner.

VII

That the construction of the said crossing is necessary for the service, accommodation and convenience of the public in that the existing location of the Oregon Coast Highway is narrow and circuitous, with adverse grades, and is inadequate for present and anticipated future highway traffic needs.

VIII

That the vision of approaching trains by persons or drivers of vehicles traveling the proposed highway and the vision by train operators will be as shown by the tabulation of sight distances on Exhibit A attached hereto.

IX

The Petitioner proposes, for the purpose of protecting traffic across the crossing, that there be installed two Commissioner's Standard No. 2 automatic electric signals, equipped with gongs, located at the appropriate locations, one of which should be located on each side of the railway tracks, with appropriate advance warning signs on the highway.

X

That the grade approaching the proposed crossing from the northwest is a descending grade of 2.00 percent and the grade approaching the proposed crossing from the southeast is a descending grade of 0.045 percent, which grades are connected by a verticle curve 150 feet in length.

XI

That Petitioner proposes that the construction and maintenance of the crossing, including signals and advance warning signs, be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) By stage-construction prepare plans and specifications and award a contract for the grading of the highway project and award a subsequent contract, at an appropriate time, for the highway pavement and supervise the construction thereof.

(b) Except as hereinafter stated under Things To Be Done By Railway, reimburse railway for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway with its appurtenances and facilities, including pavement between the rails of railway company after completion of the project, including the cost of installation and maintenance of advance warning signs on the highway.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement as hereinabove stated, furnish and install two Commissioner's Standard No. 2 automatic electric signals, equipped with gongs, one on each side of the rails.

(b) Subject to reimbursement as stated above, provide such watchmen and flagmen as may be necessary to protect traffic upon the railway during the construction of the crossing.

(c) Subject to reimbursement as stated above, at the time of construction of the highway pavement, remove the portion of the existing trestle across the highway embankment, and drive piling and install treated timber bulkheads at the outside edge of the highway shoulders on each side to connect its trestle to the section across the highway. The trestle bents and bulkheads are proposed to be in accordance with Railway Company's standard five-pile bulkhead for single tracks.

(d) Subject to reimbursement as hereinabove stated, provide and install preservative treated ties and grouted ballast along that portion of the track covered by the highway crossing, and provide adequate headers and guardrails for retention of the highway pavement.

(e) At its own cost and expense, maintain the railway tracks, ties, ballast, automatic electric signals and other facilities after the construction of the crossing.

XII

That the said crossing is in Section 13, Township 8 North, Range 10 West, W.M., in Clatsop County, Oregon.

WHEREFORE, Petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 19th day of April, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. W. DeSOUZA - Assistant Counsel
for the State Highway Commission

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

T. 8N., R. 10

S.P. = 467.5
A = 1.2834

Chinchilla Ranch

1St. Fr. Hse.

Auto Court

S.S.

Fuel

Hamburg

Montery Ave.

'L'
200' Sp
R= 5.0

'C'
10°00' CL
Δ= 34°00'00"
T= 275.96

'L'
10°00' CL
Δ= 31°24'00"
T= 261.77

'C'
200' Sp
R= 5.0

1St. Fr. Hse.

'C'
200' Sp
R= 5.0

'B'
10°00' CL
Δ= 22°02'00"
T= 74.30
E= 1.46.47

St. Louis Junk

Cabins

1St. Fr. Hse.

1St. Fr. Hse.

Tel. Garage

Parking

St.

Ave.

JF & MF Van Brunt
228-48

Brush City of Astoria
210 285

Sawmill

Mobilgas Office

Boiler Bldg

Tanks

Brush

Oil Tank

Oil Pump Bldg

Conc.

N., R. 10 W., W.M.

6° C.L.
Ts_1 = 1589.8
Ts_2 = 1558.0
LMC = 1387.6

'B'
Δ=63°25'00"
T₁ = 501.02
T₂ = 540.84

Florence Ave

'C'
10°00' CL
Δ = 42°00'00"
B17.33
T₁ =
T₂ =

'C'
80' Sp
a = 5.0

'C'
200' Sp
a = 5.0

'B'
200' Sp
a = 5.0

'B'
10°00' CL

'C'
200' Sp
a = 5.0

'B'
10°00' CL
Δ = 22°02'00"
T = 74.30
T₁ = 146.47

'A'
Δ = 27°38'00"
T = 131.15
T = 271.63

'A'
200' Sp
a = 4.0

'L'
200' Sp
a = 4.0

'L'
8°00' C.R.
Δ = 25°02'0
T = 259.45

'L'
200' Sp
a = 4.0

YOUNGS BA

Brush

Brush

Brush

62+39.3 EMC

65+09.3 E.S.

592.6

End of Trestle
64+90.0

Conc. Wall

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FI
8	OREGON		

Cannery

Storage

BAY

N

COLUMBIA RIVER

ASTORIA

CHANNEL

POINT

SMITH

Line To Ge

1260'

Proposed R.R. Signals

S.P.&S. R.R. — TRESTLE

Trestle

Pile

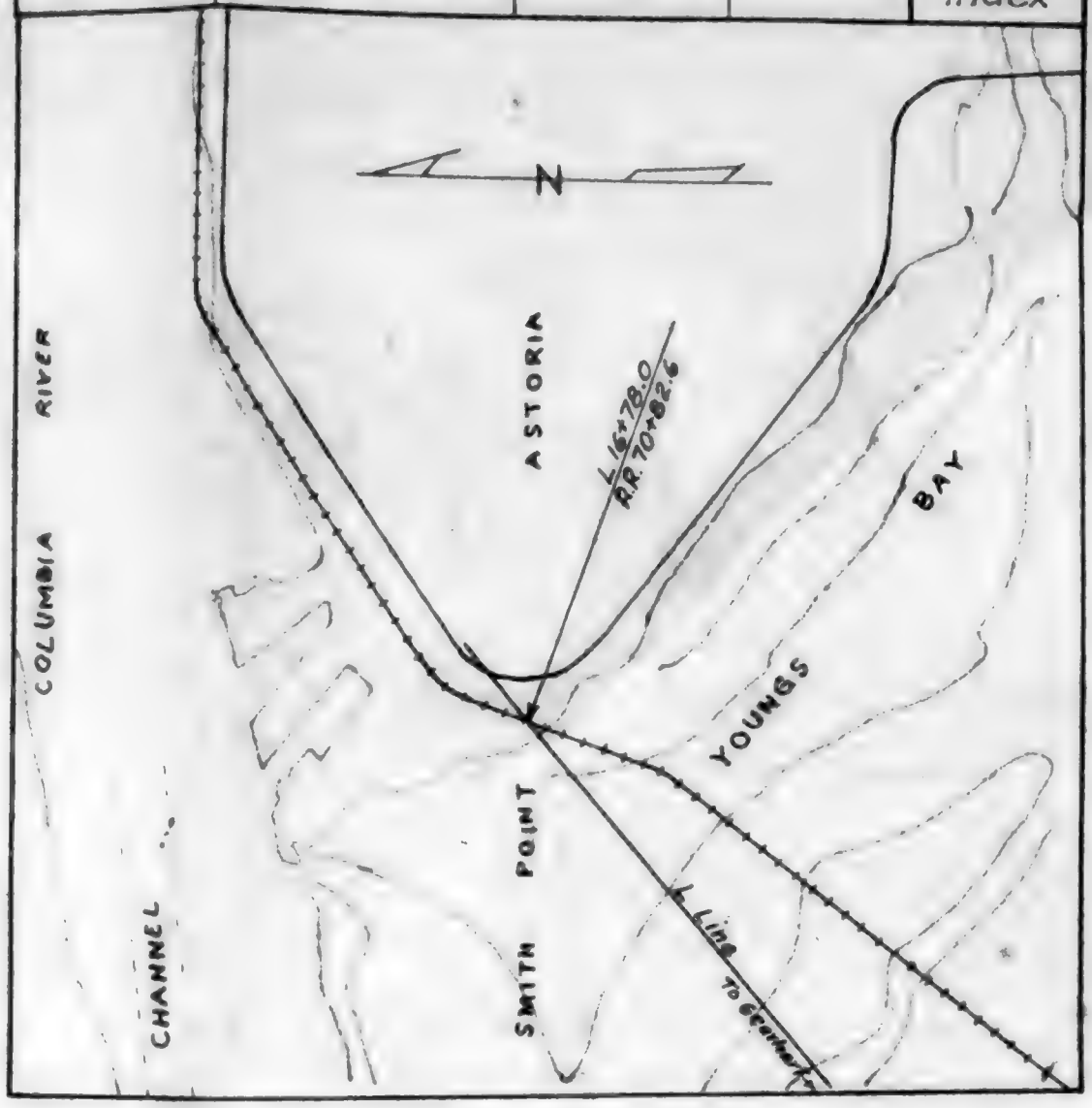
S 52°52'00" W

31°10'30"

1300' ±

To Geerhart

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



Shed

Cannery

1400'

S.P.E S. R.R. — TRESTLE

Pile

Trestle

31°10'30"

S 32°52'00" W

500' min

1300' min

To Gearhart

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

℄ SP&S R.R

℄ Located Line

-0.40

RR 55+00

RR 60+00

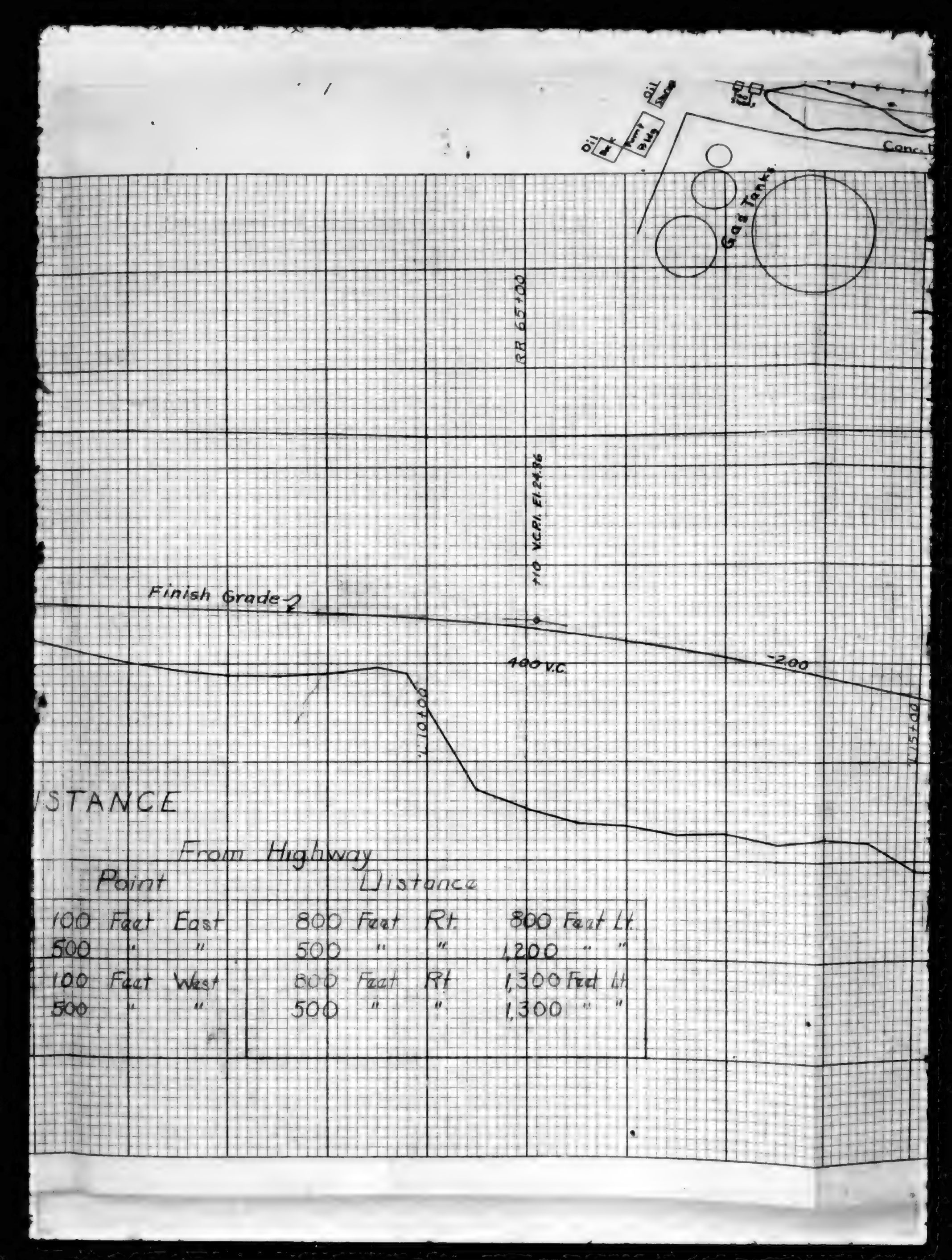
RR 45+00

RR 50+00

SIGHT DISTA

From Railroad

Point			Distance							
100	Feet	South	800	Feet	Rt.	500	Feet	Lt.	100	
500	"	"	1,200	"	"	1,000	"	"	500	
100	Feet	North	1,000	Feet	Rt.	500	Feet	Lt.	100	
500	"	"	1,000	"	"	500	"	"	500	



Point	Distance		
100 Feet East	800 Feet	Rt.	800 Feet Lt.
500 " "	500 "	"	1,200 " "
100 Feet West	800 Feet	Rt	1,300 Feet Lt
500 " "	500 "	"	1,300 " "

Conc. Wall

End of Trestle
64+90.0

RR 10+00

EQU { L 16+18.0 = RR 70+82.8

RR 11+00

RR 13+00

150 V.C.

L 15+00

L 16+00

EQU { RR 70+82.8 = L 16+28.0

L 17+00

L 20+00

+0.045

100 V.C.

Soundings

℄

3' 10' 12' 12'

Asphaltic Conc. 3½

Widen Shoulder for R.R. Signal installation

8'

¾"-0" Top Course Comp thkn. 2"

2½"-0 Comp

TYPCIAL SECTIO

1300 [illegible]

To Goerh[illegible]

AR 80400

160 VC

3.00

1+30.00

Exhibit

OREGON STATE H

SP CR

OS 780 R

AS

OR

F.J. P

Scale

12' 10 3'

altic Conc. 3½"

Widen Shoulder for A.P. Signal installation

8'

2½"-0" Bottom Coarse Comp. thkn. 6"

L SECTION

1300 Ahead

To Gearhart

RR 80+00

RR 85+00

30

20

10

30

20

10

3.00

150 V.C.

L 30+00

L 32+00

Exhibit A

OREGON STATE HIGHWAY DEPT

S.P.&S. R.R. CROSSING

O.S.H. No. 16+780 = R.R. Sta. 70+82.6

ASTORIA - CAMP RILEA SEC.

OREGON COAST HIGHWAY

CLATSOP COUNTY

Date - FEBRUARY 1960

Widen Shoulder
for R.R. Signal
Installation

RECEIVED
APR 25 1960
FOR FILING
F-115(13)
"5874

Salem, Oregon
April 21, 1960

Mr. Tom Edwards
Mr. R. L. Porter
Mr. J. D. Walker

Astoria-Camp Rilea Section,
US101, crossing of dike
in Warrenton

We have the approval of the City of Warrenton and the U. S. Engineers for the crossing of the dike in Warrenton by the Smith Point-Camp Rilea Section of US101. This approval is in accordance with the details shown on the vicinity map for the railroad crossing adjacent to the dike dated February 1960. The approved drawing is in the General Files.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams

CITY OF WARRENTON

Telephone Walnut 1-2001 WARRENTON, OREGON

L. E. HANLON
PUBLIC WORKS SUPT.

W. E. BRONSON
CHIEF OF POLICE

SAM MOORE
FIRE CHIEF

JAYNE WALTERS
SECRETARY AND CLERK

THOS. T. CHAVE, JR.
CITY ATTORNEY

EMERSON R. BALDWIN
AUDITOR AND POLICE JUDGE

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
BYRON OLSON
GEORGE STUCKRATH

April 20, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem - Oregon

ATTN: Mr. G. S. Paxson
Assistant

Dear Sir:

We are enclosing Oregon State Highway project map, showing the relocating of Highway 101 from Smith Point to Camp Rilea.

This map bears signed approval of the Corps of Engineers and the City of Warrenton for crossing Dike District III or any other dikes involved.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jw
Encl.

RECEIVED
APR 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1960
OREGON
STATE HIGHWAY COMMISSION

15

Youngs Bay

14

N

To Astoria

℄ Line

℄ 123+25.6 POT
RR. 217+61.1 POT

Dike

22

Warrenton Connection

23

To Warrenton

To Seaside

To Gearhart

27

Clatsop County Airport

26

VICINITY MAP

To — 101 — Astoria

Meander Line

FINAL SURVEY	DATE	BY
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

Clatsop County
B-121 P-83
B-130 P-15

Clatsop County
B-121 P-83

Clatsop County
B-121 P-83

Clatsop County
B-121 P-83

Clatsop County
B-132 P-44 ; B-137 P-364
B-121 P-83

Clatsop County
B-152 P-294
B-137 P-364
B-227 P-152

+60 Install 24" CMP. 130' (Asbestos Bonded)

Clatsop County
B-188 P-217
B-130 P-15

Dike 105+28.0
L 117+04.15 PDT

Clatsop County
B-9 P-17-48 ; B-200 P-479
B-137 P-364 ; B-130 P-15

N 928,788.51
E 1,140,733.27

Div. of the City of Warrenton

Diking District #2
Dike

Clatsop County
B-124 P-344
B-122 P-587

S77°35'00"E 420.00'

S38°35'00"E 274.25'

S38°35'00"E 122.00'

Dike Access Sta. 2" 117+04.15
(Dike Sta. 105+28.0)

Astoria

NE

Roof

NE

Ave

(Canyon) 1st St.

S52.5

210

23

22

21

20

19

12

7

3

T.8 N., R.10 W., W.M.

R.R. R/W

Clatsop Co.

B-130 P-15

Clatsop County B-130 P-15

N.E.

42° 43'

S 52° 52' 00" W

120

S.E.

Proposed R.R. Signals

℄ RR 123+35.6

RR 217+61.1

125

Clatsop County B130 P 15

Clatsop County B132 P42 B130 P15

16° C.R

T_s = 159.74

T_{sp} = 254.03

Δ = 46° 21' 30"

N 84° 25' 00" W

Ave.

(Astor) Harbor

St.

Quay

(Benton)

Harbor

(St) Place

Clatsop County B137 P369 B130 P15

Clatsop County B142 P152 P369 B137

Dike Ownership - Diking District #2

N.E.

6

1

2

5

FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	

Clatsop County B-121 P120

7

S.E. (St.) Court

Clatsop County B121 P120

8

S.E.

Clatsop County B137 P369; B121 P120

B 130 P15

6

S.E.

Pacific

Clatsop County 13137 P369; B135 P119 B214 P193

5

3rd Ave.

Gilmon G. & Austin F. Brown B123 P492-498

4th Ave.

9

135

Clatsop County B121 P120

4

Pacific Ave.

Clatsop County B121 P120

3

Pacific Ave.

Clatsop County B130 P15; B121-120

2nd (Bay)

S.E.

Effie Gray B19 P50

2

200' Sp. a=8.0

200' Sp. a=10.0

1

S.E.

1st St.

1

Clatsop County B121 P120

Sf.

5

St.

225

N 84°25'00"W

N 80°46'30"W

To Warrenton

22

23

50'

"W" 1+89.74 Brs.

"W" 3+89.74

"W" 1+18.21

"W" 3+18.21 P.T.

1+28+13.81 W. of 0+00 P.C.

20° C.L. T_1 = 122.09 T_2 = 208.23 Δ = 43°38.5

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Clatsop County B-121 P120 (7)

S.E. (St.) Court

Clatsop County B121 P120 (8)

S.E. 4th Ave.

Clatsop Co. B121 P83 (10)

Gilmon G. et al
Austin F.
Brown
B123 P492-498

St.

To Gearhart

135

(9)

Clatsop County B121 P15 ; B130 P15 ; B132 P84 ; B124-349

Clatsop County B121 P120 (4)

Ditch

Pacific Ave.

Clatsop County B121 P120 (6)

S.E. 3rd

Clatsop County 13137 P369 ; B135 P119 B214 P193 (5)

130

20° C.L.
T_{s_1} = 122.09
T_{s_2} = 208.23
Δ = 43° 38.5

(Bayl...)

2nd

County B121-120 ; B121 P15 (5)

200' Sp. @ 10.0

"Wa" 3+16.21 P.T.

Elie Gray B79 P510 (2)

S.E. Pacific Ave.

Clatsop County B121 P120 (3)

N 80°46'30" W

50'

To Warrenton

22 23

S 0° 15' W

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

℄ S.P.&S. R.R.

℄ Located Line

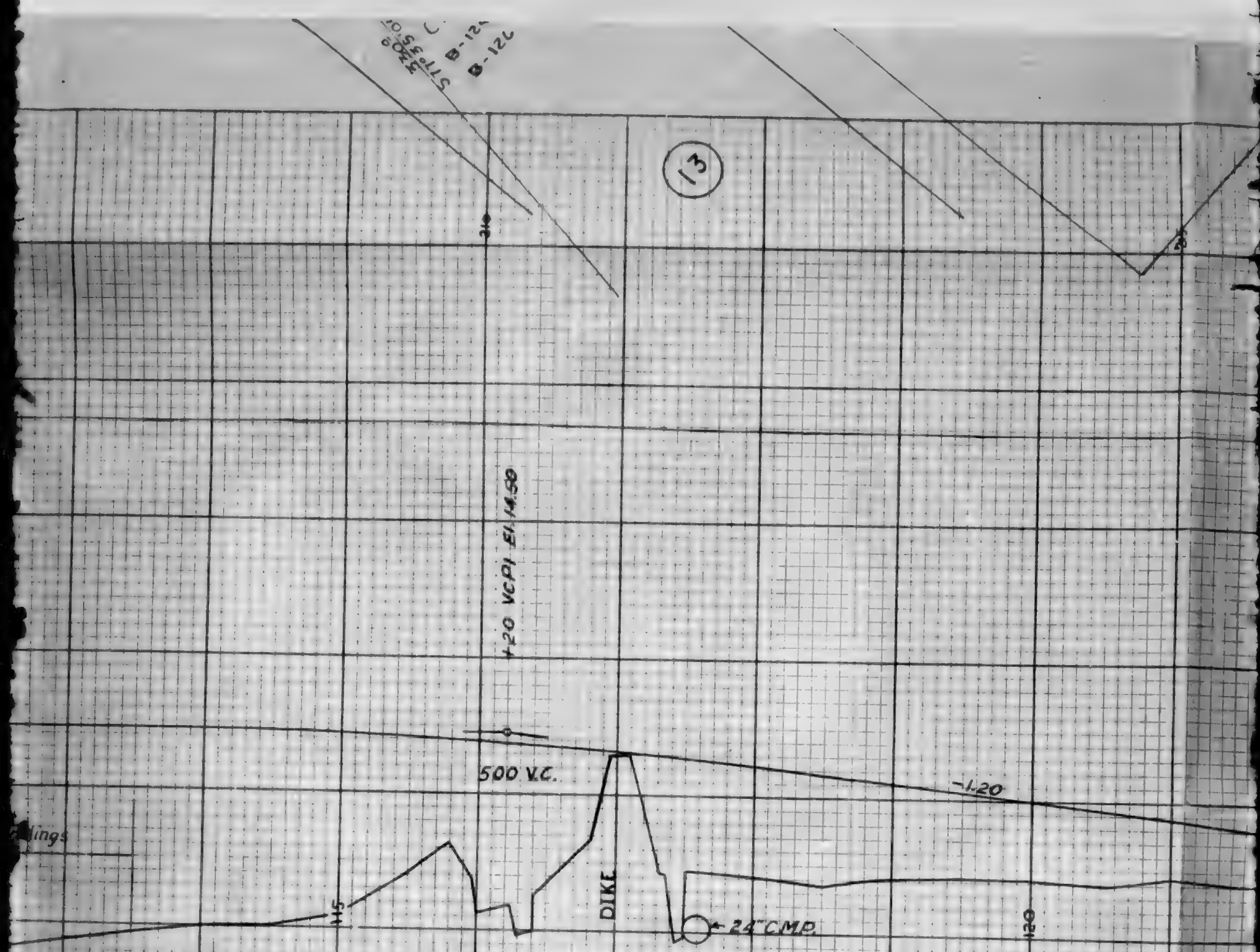
Finish Grade → 0.00

By Soundings

SIGHT

From Railroad

Point			Distance					
100 to 500	Feet	East	1,000 to 1,500	Feet	Rt.	1,000 to 100	Feet	Lt.
100 to 500	Feet	West	1,000 to 1,000	Feet	Rt.	1,000 to 1,000	Feet	Lt.



DISTANCE From Highway

Point	Distance		
100 Feet North	1000 Feet Ft.	800 Feet Lt.
500 "	1000 " "	800 " "
100 Feet South	400 Feet Ft.	1000 Feet Lt.
500 " "	300 " "	900 " "

Clotsc
B142
B137

place

(8)

300

300 V.C.

"L" Sta. 123+35.6 = R.R. Sta. 217+41.1 EQU.

R.R. Sta. 217+41.1 = "L" Sta. 123+35.6 EQU.

+0.04

R.R.

+25

+28 VC PI El. 7.20

℄

3' — 10' — 12' — 12'

Asphaltic Conc. 3

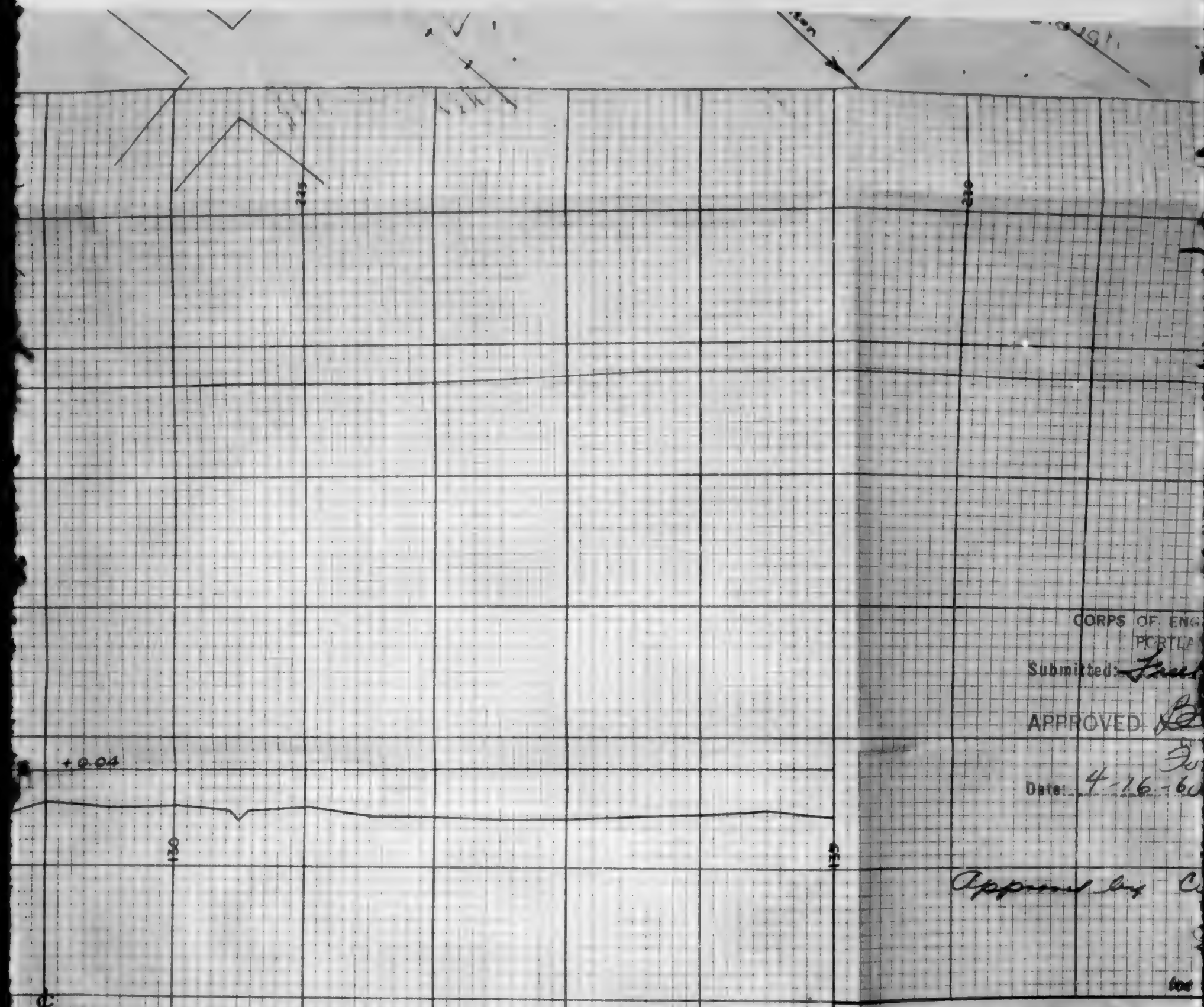
Widen Shoulder for R.R. Signal installation

8

3/4"-0" Top Coarse Comp. thkn. 2"

2 1/2" Com

TYPCIAL SECTI



L SECTION

CORPS OF. ENG
PORTLA
Submitted: Free
APPROVED:
Date: 4-16-6
Approved by C

OREGON STATE H
SP&S R.R. CR
O.S.H.D. Sta. 123+35.6 = R.
ASTORIA - CAMP R
OREGON COAST
CLATSOP CO

E.J. HALL - RES. ENGR
Scale: 1"=10' Vert. 1"=100'

CORPS OF ENGINEERS, U. S. ARMY
PORTLAND DISTRICT

Submitted: Fred G. Ingram
Engineer

APPROVED: [signature]
Colonel, Corps of Engineers
District Engineer

Date: 4-16-60

Approved by City of Warrenton 4-11-60

[signature]
Auditor and Police Judge
for the City of Warrenton, Oregon

Widen Shoulder for R.R. Signal installation 8'

OREGON STATE HIGHWAY DEPT.

S.P.&S R.R. CROSSING

O.S.H.D. Sta. 123+35.6 = R.R. Sta. 217+61.1

ASTORIA - CAMP RILEA SEC.

OREGON COAST HIGHWAY

CLATSOP COUNTY

E.J. HALL - RES. ENGR
Scale: 1" = 10' Vert. 1" = 100' Horz.

Date: FEBRUARY 1960

RECEIVED
APR 18 1960

FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-115(13)

5874

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 15, 1960

Mr. Jonal C. Hill
Public Utility Commissioner
Public Service Building
Salem, Oregon

Re: Pux 366 - Warrenton G-Xing
S.P.& S. Ry. Co.
Oregon Coast Highway
Clatsop County

Dear Sir:

Herewith I hand you four copies of application of the State Highway Commission relative to the above titled matter. Two of the copies are for service upon Spokane, Portland and Seattle Railway Company, and one copy is for service upon Clatsop County in case you desire to make such service. I do not think, however, that Clatsop County is a necessary party.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Forrest Cooper
G. S. Paxson
Tom Edwards
F. B. Crandall
J. D. Walker

RECEIVED
APR 13 1960
STATE ENGINEER

Pux 366

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company on the revised location of the Oregon Coast Hig hway, known as the WARRENTON GRADE CROSSING project in the West half ($W\frac{1}{2}$) of Section 23, Township 8 North, Range 10 West, W. M., in Clatsop County, Oregon.

P E T I T I O N

No_____

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS 366.205.

III

That Petitioner proposes the construction of a revised location of the Oregon Coast Highway between Astoria and Camp Rilea, and that in connection therewith it will be necessary and desirable to construct a crossing at grade of the tracks and right of way of Spokane, Portland and Seattle Railway Company at the location designated and set forth in drawing titled S. P. & S. R. R. Crossing, O.S.H.D. Sta. 123+35.6 = R. R. Sta. 217+61.1, marked Exhibit "A", attached hereto and by this reference made a part hereof.

IV

That it is and would be impracticable and uneconomical to construct a grade separation at the said location by reason of the minor volume of traffic upon the railway and the expense which would be involved in a grade

separation structure.

V

That the estimated average daily volume of traffic on the highway at said location will be 4,750 vehicles, and that the average traffic upon the railway will be 6 freight train movements per week.

VI

That the following are affected by the proposed crossing: Spokane, Portland and Seattle Railway Company and Petitioner.

VII

That the construction of the said crossing is necessary for the service, accommodation and convenience of the public in that the existing location of the Oregon Coast Highway is narrow and circuitous, with adverse grades, and is inadequate for present and anticipated future highway traffic needs.

VIII

That the vision of approaching trains by persons or drivers of vehicles traveling the proposed highway and the vision by train operators will be as shown by the tabulation of sight distances on Exhibit "A" attached hereto.

IX

The Petitioner proposes, for the purpose of protecting traffic across the crossing, that there be installed two Commissioner's Standard No. 2 automatic electric signals, equipped with gongs, located at the appropriate locations, one of which should be located on each side of the railway tracks, with appropriate advance warning signals on the highway.

X

That the grade approaching the proposed crossing from the West is a descending grade of 0.04 percent and the grade approaching the proposed crossing from the East is a descending grade of 1.20 percent, which grades are connected by a verticle curve 300 feet in length.

XI

That Petitioner proposes that the construction and maintenance of the crossing, including signals and advance warning signs, be handled and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the highway project.

(b) Except as hereinafter stated under Things To Be Done By Railway, reimburse railway for all necessary expenditures in connection therewith, which rimbursement shall be made in accordance with accounting practices provided under the terms of Policy and Procedure Memorandum 30-3, issued by the Bureau of Public Roads under date of August 15, 1955, and amendments and supplements thereto.

(c) Maintain the highway with its appurtenances and facilities, including pavement between the rails of railway company after completion of the project, including the cost of installation and maintenance of advance warning signs on the highway.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement as hereinabove stated,

furnish and install 2 Commissioner's Standard No. 2 automatic electric signals equipped with gongs, one on each side of the rails.

(b) Subject to reimbursement as stated above, provide such watchmen and flagmen as may be necessary to protect traffic upon the railway during the improvement of the crossing.

(c) At its own cost and expense provide and install preservative treated ties and grouted ballast along that portion of the track covered by the highway crossing, and provide adequate headers or guardrails for retention of highway pavement.

(d) At its own cost and expense maintain the railway tracks, ties, ballast, automatic electric signals and other facilities after the construction of the crossing.

XII

That the said crossing is in the West half ($W\frac{1}{2}$) of Section 23, Township 8 North, Range 10 West, W. M., in Clatsop County, Oregon.

WHEREFORE, Petitioner prays for an order in accordance herewith and for such other and further orders at may be proper in the premises.

DATED at Salem, Oregon, this 15th day of April, 1960.

STATE OF OREGON, by and through its
State Highway Commission

L. I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. W. DeSouza - Assistant Counsel
for the State Highway Commission

RECEIVED

CITY OF WARRENTON

Telephone Walnut 1-2001 — WARRENTON, OREGON

FOR FILES F-115(13)

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
BYRON OLSON
GEORGE STUCKRATH

F 5874

L. E. HANLON, PUBLIC WORKS SUPT.
W. E. BRONSON, CHIEF OF POLICE
SAM MOORE, FIRE CHIEF
JAYNE WALTERS, SECRETARY AND CLERK
THOS. T. CHAVE, JR., CITY ATTORNEY
EMERSON R. BALDWIN, AUDITOR AND POLICE JUDGE

Astoria Camp Rilea

April 11, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland, Oregon

Dear Sir:

The enclosed drawing, submitted by the Oregon State Highway Department, has been reviewed and approved by the City Commission of the City of Warrenton. A notation of this has been made in the lower right hand corner of three copies as required by the District Engineer.

It is the understanding of the City of Warrenton that if the request is approved, two copies will be returned to theCity of Warrenton, with one to be retained in the City files and one to be forwarded to the Oregon State Highway Department.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin
Auditor & Police Judge

ERB:jw
cc: State Highway Dept.

Dike Crossing by USN at Warrenton Astoria-Camp Rilea Section

RECEIVED
APR 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR - 8 1960
FOR FILING
F-115(13)
5874

April 8, 1960

Ast. Comptroller

Mr. E. R. Baldwin
City Manager
City Hall
Warrenton, Oregon

Dear Mr. Baldwin:

I am again referring to the crossing of the dike belonging to Diking District No. 2 in the city of Warrenton. It will be necessary that we go through the formal procedure set up by the Corps of Engineers of the U. S. Army for a permit to build our highway across this dike. I am attaching prints from their informational circular setting up the necessary procedure, and I am calling your attention to paragraphs b, c and d in carrying out this procedure.

I am enclosing six prints from the vicinity map of the railroad crossing adjacent to the dike which shows the ground line and profile and the grade of the highway where it crosses the dike, and also the 24-inch pipe on the landward side to provide drainage. It would be appreciated if you would endorse these with your approval and submit five copies to the District Engineer, Corps of Engineers, Portland, for his formal approval. When this is obtained and the two copies returned to you, we would appreciate one of them for our authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.

cc The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland, Oregon
Mr. W. C. Williams - Mr. J. D. Walker

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, War Department

PART 208—FLOOD CONTROL REGULATIONS

MAINTENANCE AND OPERATION OF FLOOD CONTROL WORKS

Pursuant to the provisions of section 3 of the Act of Congress approved June 22, 1936, as amended and supplemented (49 Stat. 1571; 50 Stat. 877; and 55 Stat. 638; 33 U. S. C. 701c; 701c–1), the following regulations are hereby prescribed to govern the maintenance and operation of flood control works:

§ 208.10 *Local flood protection works; maintenance and operation of structures and facilities*—(a) *General.* (1) The structures and facilities constructed by the United States for local flood protection shall be continuously maintained in such a manner and operated at such times and for such periods as may be necessary to obtain the maximum benefits.

(2) The State, political subdivision thereof, or other responsible local agency, which furnished assurance that it will maintain and operate flood control works in accordance with regulations prescribed by the Secretary of War, as required by law, shall appoint a permanent committee consisting of or headed by an official hereinafter called the "Superintendent," who shall be responsible for the development and maintenance of, and directly in charge of, an organization responsible for the efficient operation and maintenance of all of the structures and facilities during flood periods and for continuous inspection and maintenance of the project works during periods of low water, all without cost to the United States.

(3) A reserve supply of materials needed during a flood emergency shall be kept on hand at all times.

(4) No encroachment or trespass which will adversely affect the efficient operation or maintenance of the project works shall be permitted upon the rights-of-way for the protective facilities.

(5) No improvement shall be passed over, under, or through the walls, levees, improved channels or floodways, nor shall any excavation or construction be permitted within the limits of the project right-of-way, nor shall any change be made in any feature of the works without prior determination by the District Engineer of the War Department or his authorized representative that such improvement, excavation, construction, or alteration will not adversely affect the functioning of the protective facilities. Such improvements or alterations as may be found to be desirable and permissible under the above determination shall be constructed in accordance with standard engineering practice. Advice regarding the effect of proposed improvements or alterations on the functioning of the project and information concerning methods of construction acceptable under standard engineering practice shall be obtained from the District Engineer or, if otherwise obtained, shall be submitted for his approval. Drawings or prints showing such improvements or alterations as finally constructed shall be furnished the District Engineer after completion of the work.

(6) It shall be the duty of the superintendent to submit a semiannual report to the District Engineer covering inspection, maintenance, and operation of the protective works.

(7) The District Engineer or his authorized representatives shall have access at all times to all portions of the protective works.

(8) Maintenance measures or repairs which the District Engineer deems necessary shall be promptly taken or made.

(9) Appropriate measures shall be taken by local authorities to insure that the activities of all local organizations operating public or private facilities connected with the protective works are coordinated with those of the Superintendent's organization during flood periods.

(10) The War Department will furnish local interests with an Operation and Maintenance Manual for each completed project, or separate useful part thereof, to assist them in carrying out their obligations under these regulations.

(b) *Levees*—(1) *Maintenance.* The Superintendent shall provide at all times such maintenance as may be required to insure serviceability of the structures in time of flood. Measures shall be taken to promote the growth of sod, exterminate burrowing animals, and to provide for routine mowing of the grass and weeds, removal of wild growth and drift deposits, and repair of damage caused by erosion or other forces. Where practicable, measures shall be taken to retard bank erosion by planting of willows or other suitable growth on areas riverward of the levees. Periodic inspections shall be made by the Superintendent to insure that the above maintenance measures are being effectively carried out and, further, to be certain that:

(i) No unusual settlement, sloughing, or material loss of grade or levee cross section has taken place;

(ii) No caving has occurred on either the land side or the river side of the levee which might affect the stability of the levee section;

(iii) No seepage, saturated areas, or sand boils are occurring;

(iv) Toe drainage systems and pressure relief wells are in good working condition, and that such facilities are not becoming clogged;

(v) Drains through the levees and gates on said drains are in good working condition;

(vi) No revetment work or riprap has been displaced, washed out, or removed;

(vii) No action is being taken, such as burning grass and weeds during inappropriate seasons, which will retard or destroy the growth of sod;

(viii) Access roads to and on the levee are being properly maintained;

(ix) Cattle guards and gates are in good condition;

(x) Crown of levee is shaped so as to drain readily, and roadway thereon, if any, is well shaped and maintained;

(xi) There is no unauthorized grazing or vehicular traffic on the levees;

(xii) Encroachments are not being made on the levee right-of-way which might endanger the structure or hinder its proper and efficient functioning durin times of emergency.

Such inspections shall be made immediately prior to the beginning of the flood season; immediately following each major high water period, and otherwise at intervals not exceeding 90 days, and such intermediate times as may be necessary to insure the best possible care of levee. Immediate steps will be taken to correct dangerous conditions disclosed by such inspections. Regular maintenance repair measures shall be accomplished during the appropriate season as scheduled by the Superintendent.

(2) *Operation.* During flood periods the levee shall be patrolled continuously to locate possible sand boils or unusual wetness of the landward slope and to be certain that:

(i) There are no indications of slides or sloughs developing;

(ii) Wave wash or scouring action is not occurring;

(iii) No low reaches of levee exist which may be overtopped;

(iv) No other conditions exist which might endanger the structure.

Appropriate advance measures will be taken to insure the availability of adequate labor and materials to meet all contingencies. Immediate steps will be taken to control any condition which endangers the levee and to repair the damaged section.

(c) *Flood walls.*—(1) *Maintenance.* Periodic inspections shall be made by the Superintendent to be certain that:

(i) No seepage, saturated areas, or sand boils are occurring;

(ii) No undue settlement has occurred which affects the stability of the wall or its water tightness;

(iii) No trees exist, the roots of which might extend under the wall and offer accelerated seepage paths;

(iv) The concrete has not undergone cracking, chipping, or breaking to an extent which might affect the stability of the wall or its water tightness;

(v) There are no encroachments upon the right-of-way which might endanger the structure or hinder its functioning in time of flood;

(vi) Care is being exercised to prevent accumulation of trash and debris adjacent to walls, and to insure that no fires are being built near them;

(vii) No bank caving conditions exist riverward of the wall which might endanger its stability;

(viii) Toe drainage systems and pressure relief wells are in good working condition, and that such facilities are not becoming clogged.

Such inspections shall be made immediately prior to the beginning of the flood season, immediately following each major high water period, and otherwise at intervals not exceeding 90 days. Measures to eliminate encroachments and effect repairs found necessary by such inspections shall be undertaken immediately. All repairs shall be accomplished by methods acceptable in standard engineering practice.

(2) *Operation.* Continuous patrol of the wall shall be maintained during flood periods to locate possible leakage at monolith joints or seepage underneath the wall. Floating plant or boats will not be allowed to lie against or tie up to the wall. Should it become necessary during a flood emergency to pass anchor cables over the wall, adequate measures shall be taken to protect the concrete and construction joints. Immediate steps shall be taken to correct any condition which endangers the stability of the wall.

(d) *Drainage structures*—(1) *Maintenance.* Adequate measures shall be taken to insure that inlet and outlet channels are kept open and that trash, drift, or debris is not allowed to accumulate near drainage structures. Flap gates and manually operated gates and valves on

drainage structures shall be examined, oiled, and trial operated at least once every 90 days. Where drainage structures are provided with stop log or other emergency closures, the condition of the equipment and its housing shall be inspected regularly and a trial installation of the emergency closure shall be made at least once each year. Periodic inspections shall be made by the Superintendent to be certain that:

(i) Pipes, gates, operating mechanism, riprap, and headwalls are in good condition;

(ii) Inlet and outlet channels are open;

(iii) Care is being exercised to prevent the accumulation of trash and debris near the structures and that no fires are being built near bituminous coated pipes;

(iv) Erosion is not occurring adjacent to the structure which might endanger its water tightness or stability.

Immediate steps will be taken to repair damage, replace missing or broken parts, or remedy adverse conditions disclosed by such inspections.

(2) *Operation.* Whenever high water conditions impend, all gates will be inspected a short time before water reaches the invert of the pipe and any object which might prevent closure of the gate shall be removed. Automatic gates shall be closely observed until it has been ascertained that they are securely closed. Manually operated gates and valves shall be closed as necessary to prevent inflow of flood water. All drainage structures in levees shall be inspected frequently during floods to ascertain whether seepage is taking place along the lines of their contact with the embankment. Immediate steps shall be taken to correct any adverse condition.

(e) *Closure structures*—(1) *Maintenance.* Closure structures for traffic openings shall be inspected by the superintendent every 90 days to be certain that:

(i) No parts are missing;

(ii) Metal parts are adequately covered with paint;

(iii) All movable parts are in satisfactory working order,

(iv) Proper closure can be made promptly when necessary;

(v) Sufficient materials are on hand for the erection of sand bag closures and that the location of such materials will be readily accessible in times of emergency.

Tools and parts shall not be removed for other use. Trial erections of one or more closure structures shall be made once each year, alternating the structures chosen so that each gate will be erected at least once in each 3-year period. Trial erection of all closure structures shall be made whenever a change is made in key operating personnel. Where railroad operation makes trial erection of a closure structure infeasible, rigorous inspection and drill of operating personnel may be substituted therefor. Trial erection of sand bag closures is not required. Closure materials will be carefully checked prior to and following flood periods, and damaged or missing parts shall be repaired or replaced immediately.

(2) *Operation.* Erection of each movable closure shall be started in sufficient time to permit completion before flood waters reach the top of the structure sill. Information regarding the proper method of erecting each individual closure structure, together with an estimate of the time required by an experienced crew to complete its erection will be given in the Operation and Maintenance Manual which will be furnished local interests upon completion of the project. Closure structures will be inspected frequently during flood periods to ascertain that no undue leakage is occurring and that drains provided to care for ordinary leakage are functioning properly. Boats or floating plant shall not be allowed to tie up to closure structures or to discharge passengers or cargo over them.

(f) *Pumping plants*—(1) *Maintenance.* Pumping plants shall be inspected by the Superintendent at intervals not to exceed 30 days during flood seasons and 90 days during off-flood seasons to insure that all equipment is in order for instant use. At regular intervals, proper measures shall be taken to provide for cleaning plant, buildings, and equipment, repainting as necessary, and lubricating all machinery Adequate supplies of lubricants for all types of machines, fuel for gasoline or diesel powered equipment, and flash lights or lanterns for emergency lighting shall be kept on hand at all times. Telephone service shall be maintained at pumping plants. All equipment, including switch gear, transformers, motors, pumps, valves, and gates shall be trial operated and checked at least once every 90 days. Megger tests of all insulation shall be made whenever wiring has been subjected to undue dampness and otherwise at intervals not to exceed one year. A record shall be kept showing the results of such tests. Wiring disclosed to be in an unsatisfactory condition by such tests shall be brought to a satisfactory condition or shall be promptly replaced Diesel and gasoline engines shall be started at such intervals and allowed to run for such length of time as may be necessary to insure their serviceability in times of emergency. Only skilled electricians and mechanics shall be employed on tests and repairs. Operating personnel for the plant shall be present during tests. Any equipment removed from the station for repair or replacement shall be returned or replaced as soon as practicable and shall be trial operated after reinstallation. Repairs requiring removal of equipment from the plant shall be made during off-flood seasons insofar as practicable.

(2) *Operation.* Competent operators shall be on duty at pumping plants whenever it appears that necessity for pump operation is imminent. The operator shall thoroughly inspect, trial operate, and place in readiness all plant equipment. The operator shall be familiar with the equipment manufacturers' instructions and drawings and with the "Operating Instructions" for each station. The equipment shall be operated in accordance with the above-mentioned "Operating Instructions" and care shall be exercised that proper lubrication is being applied all equipment, and that no overheating, undue vibration or noise is occurring. Immediately upon final recession of flood waters, the pumping station shall be thoroughly cleaned, pump house sumps flushed, and equipment thoroughly inspected, oiled and greased. A record or log of pumping plant operation shall be kept for each station, a copy of which shall be furnished the District Engineer following each flood.

(g) *Channels and floodways* — (1) *Maintenance.* Periodic inspections of improved channels and floodways shall be made by the Superintendent to be certain that:

(i) The channel or floodway is clear of debris, weeds, and wild growth;

(ii) The channel or floodway is not being restricted by the depositing of waste materials, building of unauthorized structures or other encroachments;

(iii) The capacity of the channel or floodway is not being reduced by the formation of shoals;

(iv) Banks are not being damaged by rain or wave wash, and that no sloughing of banks has occurred;

(v) Riprap sections and deflection dikes and walls are in good condition;

(vi) Approach and egress channels adjacent to the improved channel or floodway are sufficiently clear of obstructions and debris to permit proper functioning of the project works.

Such inspections shall be made prior to the beginning of the flood season and otherwise at intervals not to exceed 90 days. Immediate steps will be taken to remedy any adverse conditions disclosed by such inspections. Measures will be taken by the Superintendent to promote the growth of grass on bank slopes and earth deflection dikes. The Superintendent shall provide for periodic repair and cleaning of debris basins, check dams, and related structures as may be necessary.

(2) *Operation.* Both banks of the channel shall be patrolled during periods of high water, and measures shall be taken to protect those reaches being attacked by the current or by wave wash. Appropriate measures shall be taken to prevent the formation of jams of ice or debris. Large objects which become lodged against the bank shall be removed. The improved channel or floodway shall be thoroughly inspected immediately following each major high water period. As soon as practicable thereafter, all snags and other debris shall be removed and all damage to banks, riprap, deflection dikes and walls, drainage outlets, or other flood control structures repaired.

(h) *Miscellaneous facilities* — (1) *Maintenance.* Miscellaneous structures and facilities constructed as a part of the protective works and other structures and facilities which function as a part of, or affect the efficient functioning of the protective works, shall be periodically inspected by the Superintendent and appropriate maintenance measures taken. Damaged or unserviceable parts shall be repaired or replaced without delay. Areas used for ponding in connection with pumping plants or for temporary storage of interior run-off during flood periods shall not be allowed to become filled with silt, debris, or dumped material. The Superintendent shall take proper steps to prevent restriction of bridge openings and, where practicable, shall provide for temporary raising during floods of bridges which restrict channel capacities during high flows.

(2) *Operation.* Miscellaneous facilities shall be operated to prevent or reduce flooding during periods of high water. Those facilities constructed as a part of the protective works shall not be used for purposes other than flood protection without approval of the District Engineer unless designed therefor. (49 Stat. 1571, 50 Stat. 877; and 55 Stat. 638; 33 U.S.C. 701c; 701c-1) (Regs. 9 August 1944, CE SPEWF)

[SEAL] J. A. ULIO,
Major General,
The Adjutant General.

[F. R. Doc. 44-12285; Filed, August 16, 1944; 9:44 a. m.]

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPGW-8

18 March 1960

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

Reference is made to your letter dated 10 March 1960 concerning construction of U. S. Highway No. 101 over the levee in Warrenton Diking District No. 2.

As this work is within the levee right-of-way, existing flood control regulations require that an application be made in writing to the sponsoring agency. Upon approval of the plans by the sponsoring agency, the plans are forwarded to this office by that agency for review and appropriate action. The inclosed information circular outlines the procedure to be followed in applying for authority to execute work within the levee right-of-way.

It is requested that the application be submitted in accordance with the inclosed circular. It is also requested that the drawing indicate the road section, provision for drainage through the highway fill landward of the levee, and access to or from the levee crown on each side of the highway.

The application will be reviewed when received and you will be advised accordingly.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

3 Incls.
1. Information Circ.
2. Flood Control Regula.
3. Drawing

RECEIVED
MAR 22 1960

15

Youngs Bay

14

N

22

23

L Line

To Warrenton

To Seaside

Clatsop County Airport

To Astoria

27

26

VICINITY MAP

Meander Line

FINAL SURVEY

NOTE BOOK

NO.

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

BY

DATE

23

Clatsop County
B-121 P-83
B-130 P-15

22

Clatsop County
B-132-P-44
B-121 P-83
B-137 P-369

Ave.

Clatsop County
B-130

NE

Clatsop County
B-227 P-299
B-162- P-152
B-137 P369

S 52° 52' 00

21

Clatsop County
B-121 P-83

Reef

N.E.

20

Clatsop County
B-121 P-83

NE (Canyon) 1st

Clatsop County
B-188 P217
B-130 P-15

N.E.

19

Clatsop County
B-121 P-83

Clatsop County
B-9 P-17-48; B-200 P479
B-137 P369; B130 P-15

12

St.

Clatsop County
B-124 P-349
B-126 P-587

13

S.E.

Clatsop County B 130 P 15

S.E.

Clatsop County B 132 P 44 B 130 P 15

N 84° 25' 00" W

200' Sp. a: 8.0

16° C.P. T: 159.74 Tm: 254.03 Δ: 44° 21' 30"

St.

(Astor) Harbor

Clatsop County B 132 P 44 B 130 P 15

Ave.

Clatsop County B 137 P 329 B 130 P 15

Quay

Harbor (St.)

Clatsop County B 132 P 152 P 329 B 137

N.E. (Benton)

N.E.

Clatsop County B-130 P-15

R.R. R/W

R.R. R/W

S 52° 52' 00" W

42.43'

Dike Ownership - Diking District

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FIS Y
8	OREGON		

Clatsop County B-121 P120 (7)

Clatsop County B121 P120 (8)

Clatsop County B137 P369; B121 P120 B130 P15 (6)

Clatsop County B137 P369; B135 P119 B214 P193 (5)

Clatsop County B121 P120 (4)

Clatsop County B121 P120 (3)

Clatsop County B121 P120 (2)

Clatsop County B130 P15; B121-120 (1)

Effie Gray B19 P560

Gilmon G. & Austin F. Brown B123 P492-498

(St) Court

S.E. 3rd Ave.

S.E. 4th Ave.

S.E. Pacific Ave.

S.E. (Bay) 2nd

S.E. 5th Ave.

S.E. Pacific Ave.

S.E. Ave.

S.E. Ave.

S.E. St.

Sta 1+28+13.81 W 40°00' P.C.

20° C.L. T_1 = 127.09 T_2 = 208.23 Δ = 43° 38.5

Sta 1+39.74 P.C.S.

200' Sp. a = 8.0

Sta 1+39.74

Sta 3+18.21

Sta 3+18.21 P.T.

200' Sp. a = 10.0

84° 25' 00" W

N 80° 46' 30" W

To Warrenton

225

150

135

50'

60'

22

23

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Clatsop County B-121 P120 (7)

(St) Court S.E.

Clatsop County B121 P120 (8)

Clatsop Co. B121 P83 (10)

4th St.

Gilmon G. & Austin F. Brown B123 P492-498

Clatsop County B121 P120 (6)

S.E. Pacific Ave.

Clatsop County B137 P369; B135 P119 B214 P193 (5)

3rd

Ts1 = 122.09
Ts2 = 208.23
Δ = 43°38.5

130

135

(9)

Clatsop County B132 P84, B130 P15 B124-349

2nd

Pacific Ave.

Clatsop County B121-120

200' Sp. @ 10.0

Clatsop County B121 P120 (4)

Ditch

Lie Gray B19 P560

"We" 3+18.21 P.T.

SE

Clatsop County B121 P120 (3)

N 80°46'30" W

To Warrenton

22 23

Bk Line

50'

DATE

BY

ORIGINAL SURVEY

SURVEYED

PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

NOTE BOOK

NO.

℄ S.P.&O. R.R.

℄ Located Line

SIGHT

From Railroad

Point			Distance					
100	Feet	East	1,000	Feet	Rt.	1,000	Feet	Lt.
500	"	"	1,000	"	"	100	"	"
100	Feet	West	1,000	Feet	Rt.	1,000	Feet	Lt.
500	"	"	1,000	"	"	1,000	"	"

Clatsop
B-124 P-3
B-126 P-5
STATE HIGHWAY

13

DIKE

415

430

HT DISTANCE

From Highway

Point			Distance				
	100	Feet	North	1,000	Feet	Rt.	800 Feet Lt.
	500	"	"	1,000	"	"	800 " "
t.	100	Feet	South	400	Feet	Rt.	1,000 Feet Lt.
	500	"	"	300	"	"	900 " "

R.R. — "L" Sta. 125+35.6 = R.R. Sta. 217+41.1 = } EQU.

R.R. Sta. 217+61.1 = L Sta. 123+36.4 = } EQU.

N.E.

Clatsop

B142

B137

P.

P 36

Place

125

220

8

OREGON STATE H

SP&S R.R. C

O.S.H.D. Sta. 123+35.7 = F

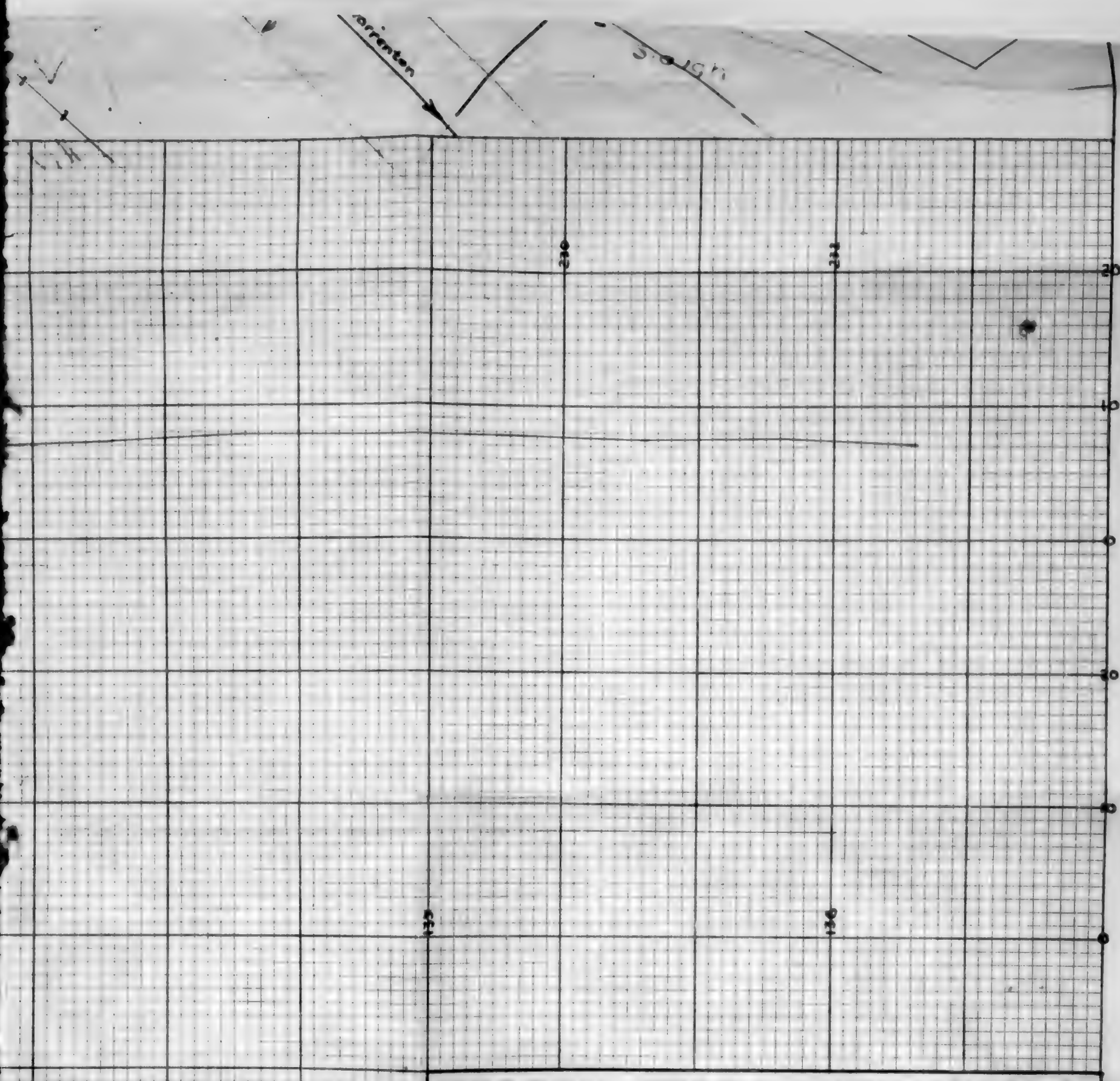
ASTORIA - CAMP R

OREGON COAST

CLATSOP C

E.J. HALL - RES. ENGR

Scale: 1" = 10' Vert. 1" = 100'



OREGON STATE HIGHWAY DEPT.

S.P.&S R.R. CROSSING

O.S.H.D. Sta. 123+35.7 = R.R. Sta. 217+61.1

ASTORIA - CAMP RILEA SEC.

OREGON COAST HIGHWAY

CLATSOP COUNTY

E.J. HALL - RES. ENGR Date: FEBRUARY 1960

Scale: 1" = 10' Vert. 1" = 100' Horz.

Encl 3

RECEIVED
APR - 5 1960
FOR FILING
F-115(13)
II 5874

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1960

SUBJECT: Astoria-Camp Rilea Section
Oregon Coast Highway

To: Mr. Tom Edwards
Construction Engineer
Department

We herewith resubmit the vicinity map of the railroad crossing near Smith Point on the subject section. This vicinity map was submitted some time back but it was discovered that it had been prepared incorrectly. The grade line of both the railroad and the highway was in error. We have corrected these grade lines and are submitting it through the regular channels so that anyone having prints of the incorrect grades can destroy them and have correct ones made.

This vicinity map had progressed in its incorrect state to Mr. DeSousa's office before we retrieved it.

J. D. Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RDA:AP

Mr. Paxson

Resubmitted. Previous prints should be destroyed.

E. A. Pease

Original Copy to Design with Tracing

NOTED
[illegible]

RECEIVED
MAR 15 1960
FOR FILING

F-15(13)
5874

March 14, 1960

Mr. H. F. May
S.P. & S. Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Attached hereto is a location prospectus for the Smith Point-Camp Miles Section of US101 south of Astoria. You will note that the map shows three crossings of your Seaside Branch. You are familiar with the northerly two as I have left vicinity maps with you. The southerly crossing south of Warrenton is not included in the present project but will undoubtedly be built at some undetermined time in the future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxsen
Assistant State Highway Engineer

GSP:gm

Attachment

cc Mr. W. C. Williams

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MAR 11 1960
FOR FILING
F-115(13)
5874

March 10, 1960

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

In our reconstruction of US101 from Astoria south to Camp Riles, we cross a dike which is owned and operated by Diking District No. 2, a division of the City of Warrenton. I am enclosing a vicinity map of a grade crossing of the railroad which also includes the point where our highway crosses the dike. Our highway embankment will overcross this dike and we will do not cutting of any kind in the dike itself.

I have received a letter from the City of Warrenton granting permission for our construction and I am now contacting you to ascertain whether any further action is needed in connection with this dike crossing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

GSP:gs

Encl.
cc Mr. J. D. Walker

CITY OF WARRENTON

Telephone Walnut 1-2001 **WARRENTON, OREGON**

L. E. HANLON
PUBLIC WORKS SUPT.

W. E. BRONSON
CHIEF OF POLICE

SAM MOORE
FIRE CHIEF

JAYNE WALTERS
SECRETARY AND CLERK

THOS. T. CHAVE, JR.
CITY ATTORNEY

EMERSON R. BALDWIN
AUDITOR AND POLICE JUDGE

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
BYRON OLSON
GEORGE STUCKRATH

March 8, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem - Oregon

ATTN: Mr. G. S. Paxson
Assistant Highway Engineer

Dear Sir:

Your letter of March 3, 1960, requests a permit for crossing Diking District 2 for relocation of Highway 101 from Smith Point to Camp Rilea.

The Warrenton Diking Districts are under the direct supervision of the City of Warrenton and thus the City has authority to grant this permission. The minutes of the regular Commission Meeting of March 7, 1960, show that it was unanimous to grant the permit.

If you need a more formal easement, that would require a resolution and the exact location which could be prepared by your department and signed by the City of Warrenton.

The only problem is a guarantee by the City of Warrenton to the U. S. Army Engineers that the dike will be maintained permanently at its present height, but your letter indicates that there will be no cutting or lowering so that this will not constitute a problem.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

RECEIVED
MAR 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

ERB:jw

RECEIVED
MAR 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAR 11 1960
FOR FILING
F-115(13)
5871

Salem Oregon
March 10, 1960

Mr. J. W. DeSouza

Application for PUC hearings

The new alignment of US101 from Astoria southerly to Camp Rilea will involve two grade crossings of the S.P. & S. Railway Company's railroad tracks. It would be appreciated if you would make the necessary applications to the Public Utility Commissioner for an order covering these crossings.

CROSSING AT SMITH POINT

This crossing is in Section 13, Township 8 North, Range 10 West, Willamette Meridian. The point of crossing is at Highway Station L 16+78.0 and Railroad Station 70+82.6. The angle of intersection is 31°10'30" in the southwest quadrant.

The grade of the highway is level at the point of crossing. Approaching it from the northeast the highway grade is on a vertical curve which approximates a 2 percent descending grade. The railroad at the point of crossing is approximately level but, in general, is ascending toward the southwest at approximately an 0.5 percent grade. The sight distances from the highway and the railroad are shown in a tabulation on the vicinity map.

The point of crossing is on the pile trestle approach to the railroad bridge over Youngs Bay. The highway will be on an embankment crossing through this railroad trestle. It is proposed that the embankment be made through and under the railroad trestle and that the trestle be left in place until such time as the Highway Department paves the embankment. At that time the Railway Company will remove the stringers and caps and will place ballast, ties and rails to carry its tracks across the highway embankment. It will also drive piling and install a treated timber bulkhead at the outside edge of the highway shoulder on each side to connect its trestles to the section across the highway. These end bents and bulkheads will be in accordance with the S.P.& S. Railway Company's standard five-pile bulkhead for single tracks as shown on its drawing dated 5-26-30, approved by A. J. Witchel,

Chief Engineer, a copy of which is attached. The drawing is also identified by the number N-M 170 A. The Railway Company will grout the ballast across the highway embankment in accordance with its usual procedure.

The cost of the work to be done by the Railway Company will be borne by the State and the Railway Company will be reimbursed in accordance with the terms of the Bureau of Public Roads memorandum applicable to such reimbursement.

The Railway Company will furnish and install at the crossing a standard PUC flashing light railroad signal without gates. The cost of furnishing and installing the railroad signal will be borne by the State and the Railway Company will be reimbursed for all expenditures in connection therewith.

This railroad crossing does not eliminate any existing crossing of the railroad, and as such, no costs for the crossing are to be assessed against the Railway Company.

At the completion of the job the Railway Company will maintain its track and ballast and will furnish energy and maintain the signal installation. The Highway Department will maintain its highway and all highway facilities.

CROSSING AT WARRENTON

This crossing is in Section 23, Township 8 North, Range 10 West, Willamette Meridian. The point of crossing is at Highway Station L 123+35.6 and Railroad Station 217+61.1. The angle of intersection is 42°43' in the southeast quadrant.

The grade of the highway at the crossing is level. Approaching it from the northeast, the highway is on a vertical curve which approximates a grade of 1½ percent. The sight distances from the railroad and highway are shown in the tabulation on the vicinity map.

The Railway Company will install treated ties and will grout its ballast across the highway grade at the crossing. The Highway Department will construct the approach embankments and place the pavement across the crossing. The Railway Company will furnish and install a standard PUC flashing light signal.

The Railway Company will be reimbursed for all its necessary costs in connection with the project under the Bureau of Public Roads' memorandum governing such reimbursement. This is a new crossing and does not eliminate any existing crossing of the Railway Company, and under Federal regulations it is not considered a benefit to the Railway Company.

At the completion of the job the Railway Company will maintain its track and ballast and will furnish energy and maintain the signal installation. The Highway Department will maintain its highway and all highway

facilities.

I am attaching the tracings and one print from the vicinity map for each of these crossings.

The Railway Company operates a round-trip freight train three times per week across each of these crossings. These trips occur early in the morning of Monday, Wednesday and Friday and early in the afternoon of the same days. At the Smith Point crossing there will also be switching movements over the crossing approximately eight times a day Monday through Saturday.

The highway traffic at the Smith Point crossing is estimated at 4750 vehicles per day, with the same traffic at the Warrenton crossing.

CSP:gm G. S. Paxson
Attach.

cc Mr. W. C. Williams

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

March 7, 1960

Mr. G. S. Paxson
Asst. State Highway Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Paxson:

This makes reference to a meeting with you Friday, February 26th, in my office relative to proposed crossings of the Astoria Line of the S.P.& S. Railway either side of Young's Bay.

For your information, it is estimated that a switch engine will cross over the proposed crossing at the east end of Young's Bay Bridge about eight times a day, Monday through Saturday. In addition the Seaside tri-weekly local will cross over this proposed location as well as proposed crossing at Warrenton twice at each point at the following time and day: early AM, Monday, Wednesday and Friday, and early PM on the same days.

I am also handing you herewith drawings RR-282, 00-615, and NN-170A covering our standards on pile trestles and bulkheads that you requested.

Very truly yours

H F Moy

Chief Engineer

HFM-c
Att.

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MAR - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1960
STATE HIGHWAY COMMISSION

FORM E-20 50M 11-58 15990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 19, 1960

SUBJECT: Traffic Volumes
Railroad Crossings
Smith Point - Camp Rilea section
Oregon Coast Highway

To:

G. S. Paxson
Assistant State Highway Engineer
O f f i c e

In compliance with your request, we have estimated the traffic volumes at the railroad crossings of the proposed section of the Oregon Coast Highway for the year in which the section is anticipated to be opened to traffic. The Construction Division has indicated January 1, 1964 as the target date for completion of this section.

The 1964 ADT's are as follows:

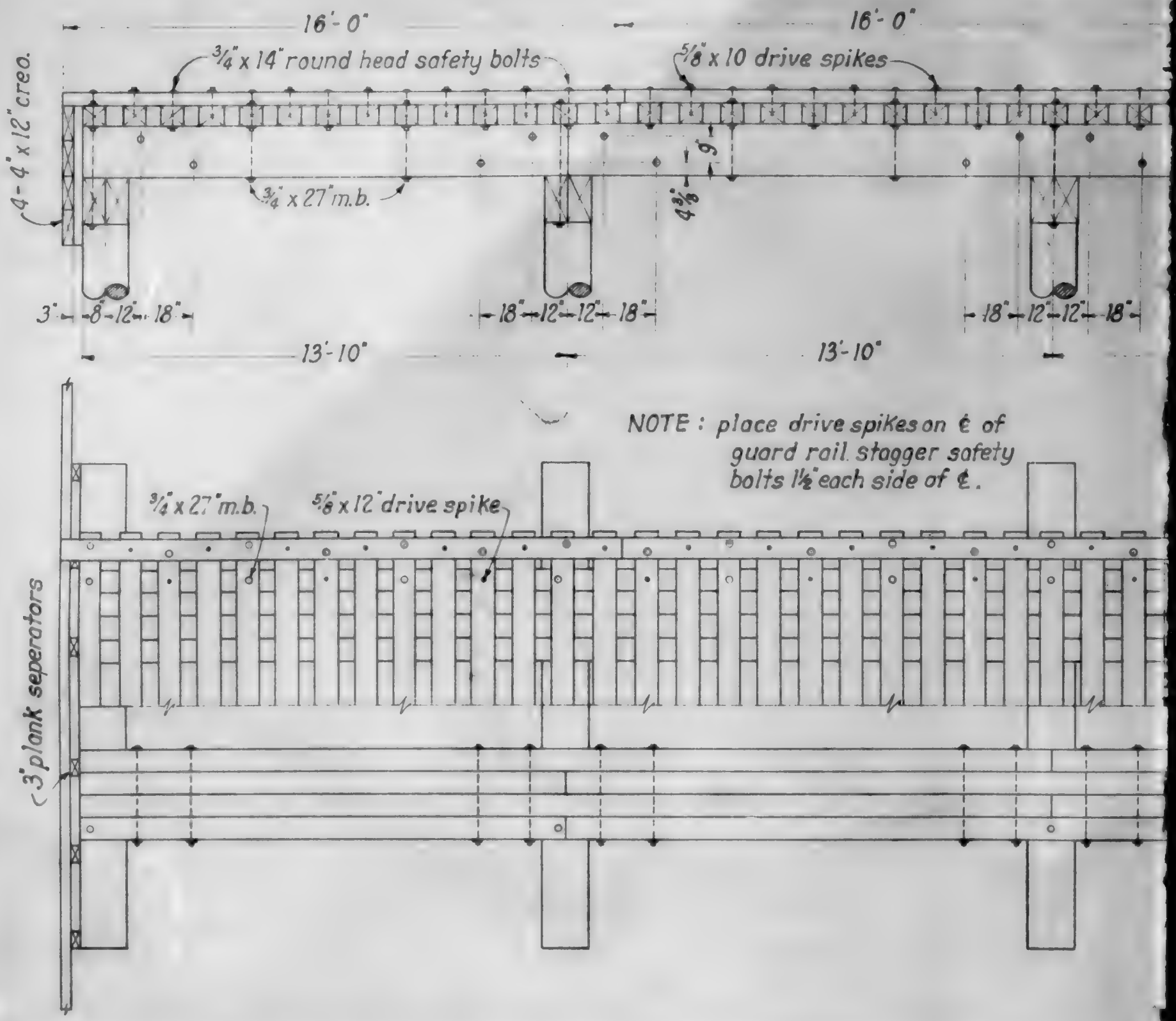
Railroad Crossing Location	Estimated 1964 ADT
Smith Point	4,750
Warrenton	4,750
Camp Rilea	3,100

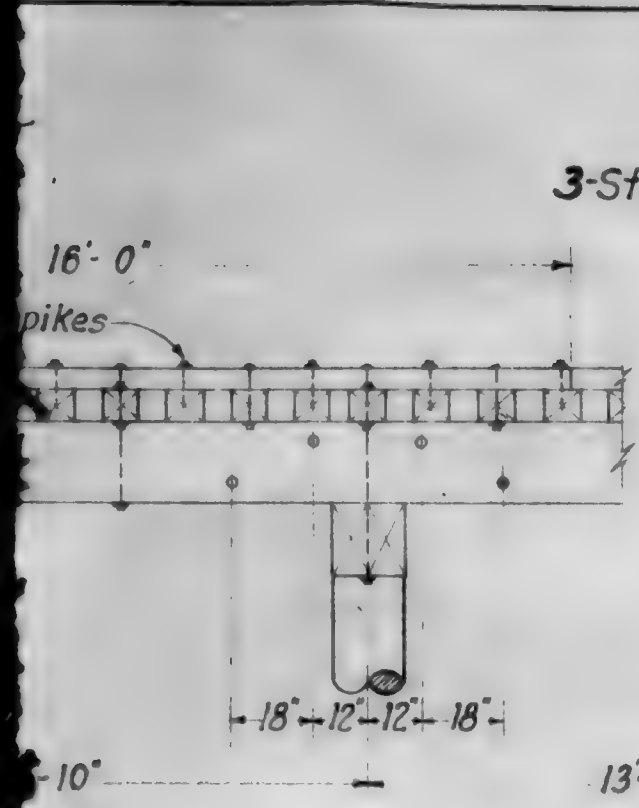
F. B. Crandall
Traffic Engineer

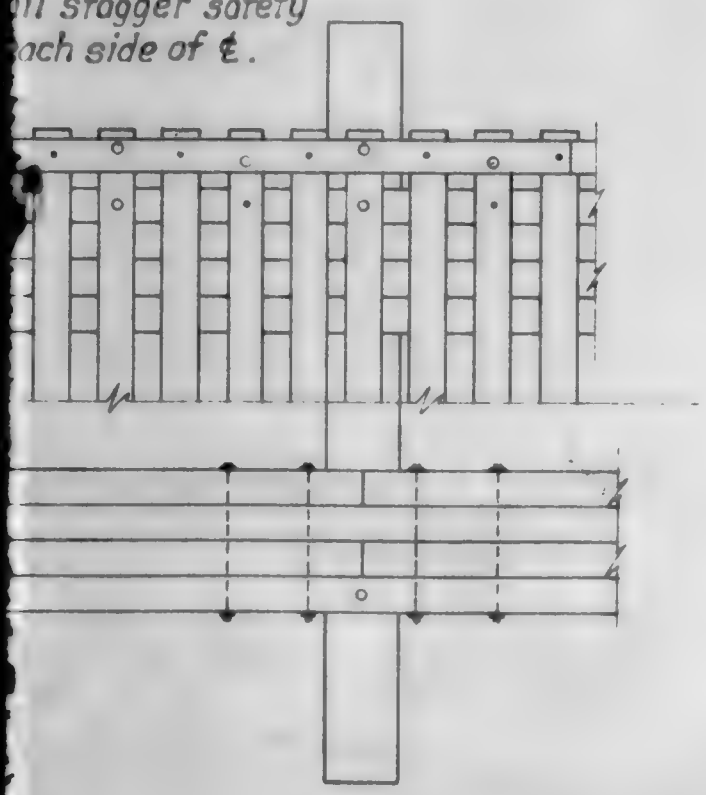
RCB:mp

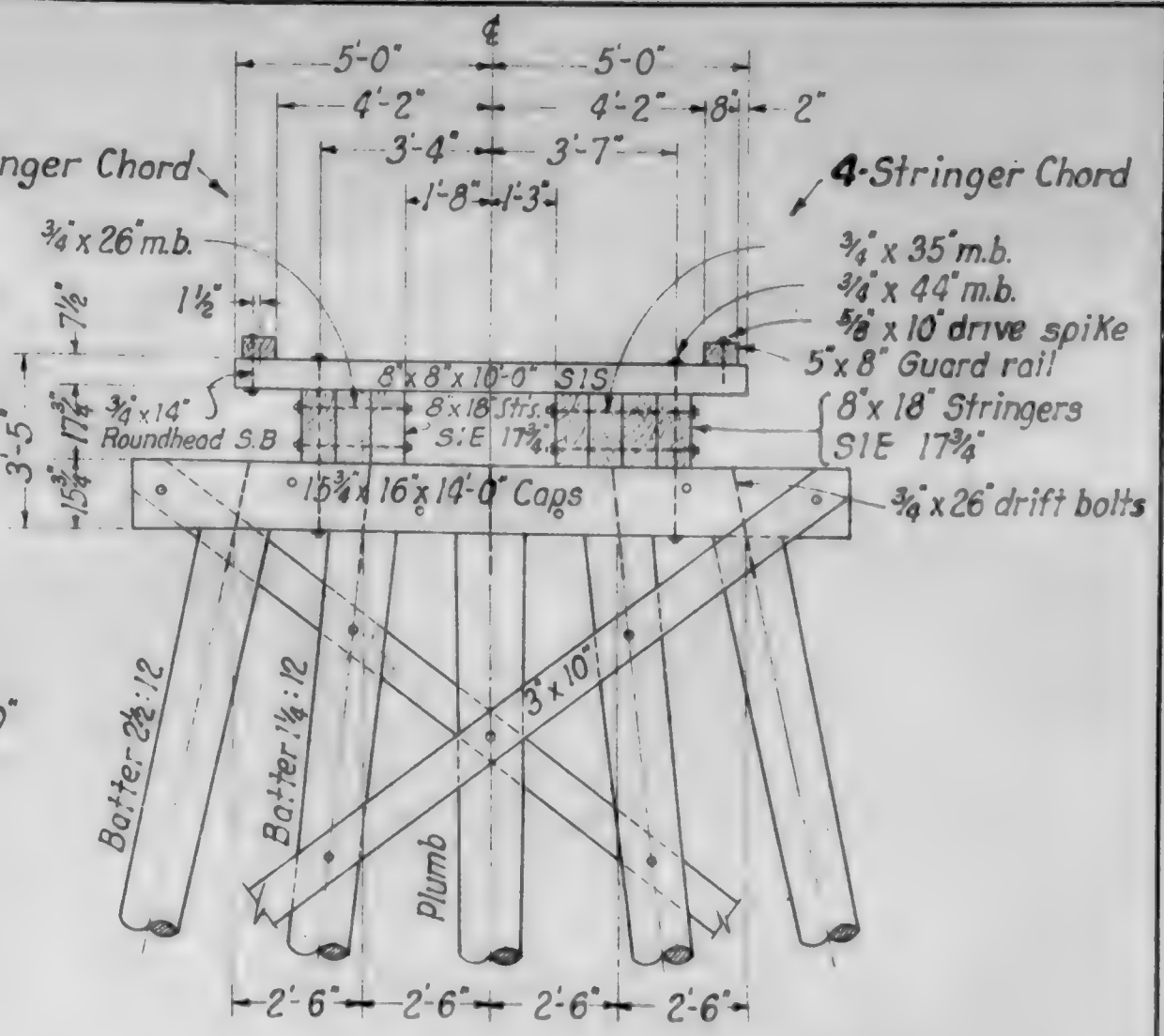
RECEI
OFFI
STATE HIGH ER

NOTE: Ties spaced 14" on centers, and so that a tie comes over centerline of each bent.


16'-0"
16'-0"
3/4" x 14" round head safety bolts
5/8" x 10 drive spikes
4-4" x 12" creo.
3/4" x 27" m.b.
9"
4 3/8"
3" 8" 12" 18"
18" 12" 12" 18"
18" 12" 12" 18"
13'-10"
13'-10"
NOTE: place drive spikes on ℄ of guard rail. stagger safety bolts 1½" each side of ℄.
3/4" x 27" m.b.
5/8" x 12" drive spike
3" plank seperators







NOTE: All bolts shall have square head and nut and 2½" threads, except guard rail bolts which shall be round head safety bolts.

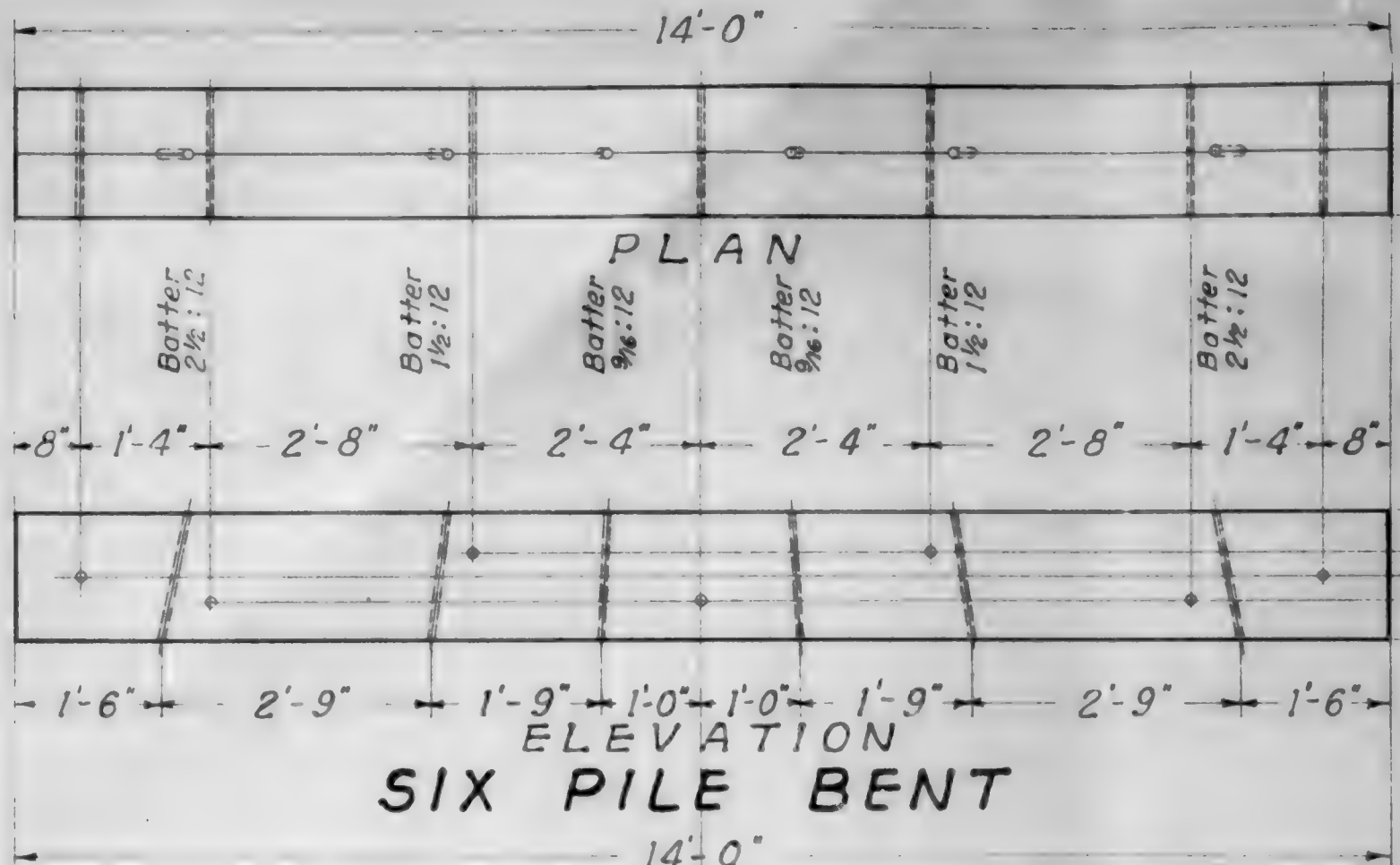
SPOKANE PORTLAND AND SEATTLE RY. CO.

STANDARD PLAN

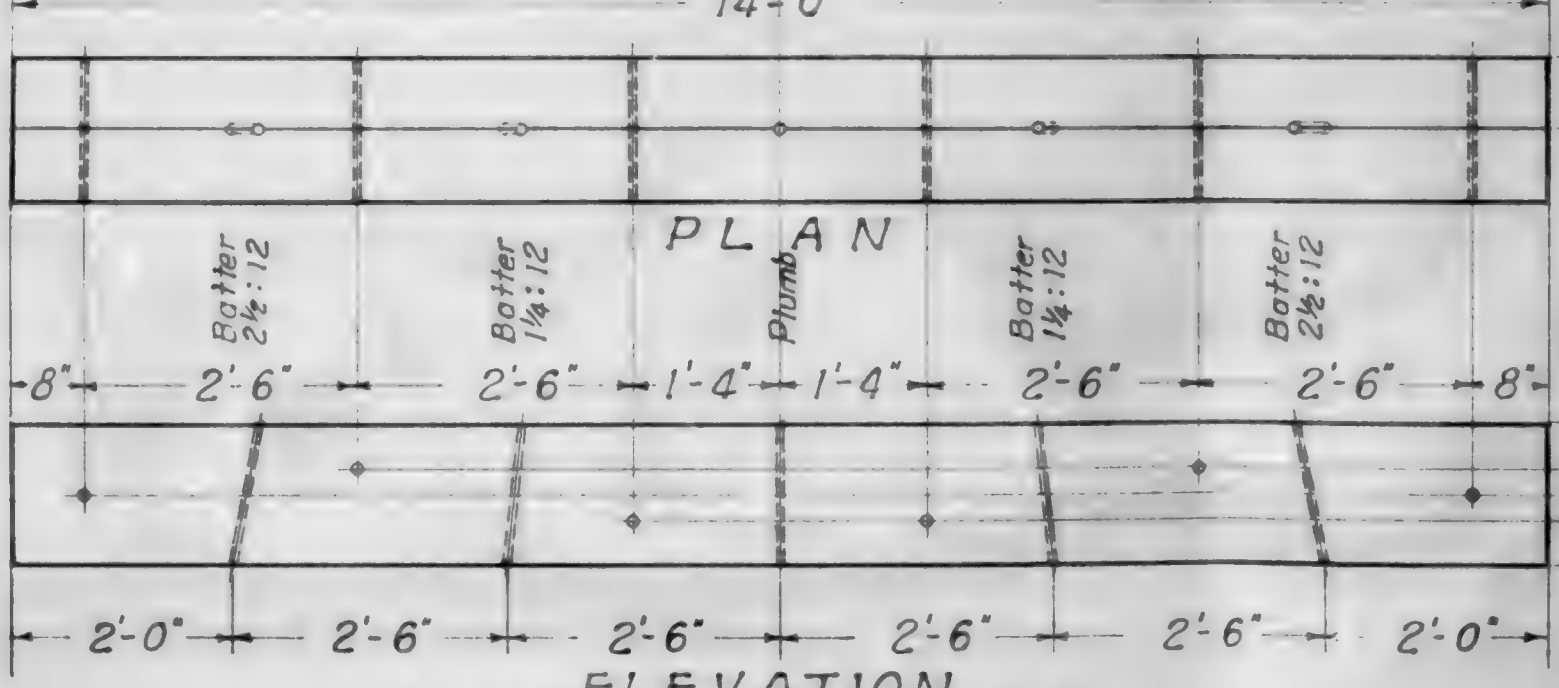
FIVE PILE TRESTLE DECK PLAN

SCALE: 1/4" = 1'-0"	APPROVED:
DATE: 1-4-60	Ass't. Engr. Struct.
Field Book No:	
Designed by: ..... Drawn by: H.A.W.	
Checked by: GBK Traced by: H.A.W.	Chief Engineer

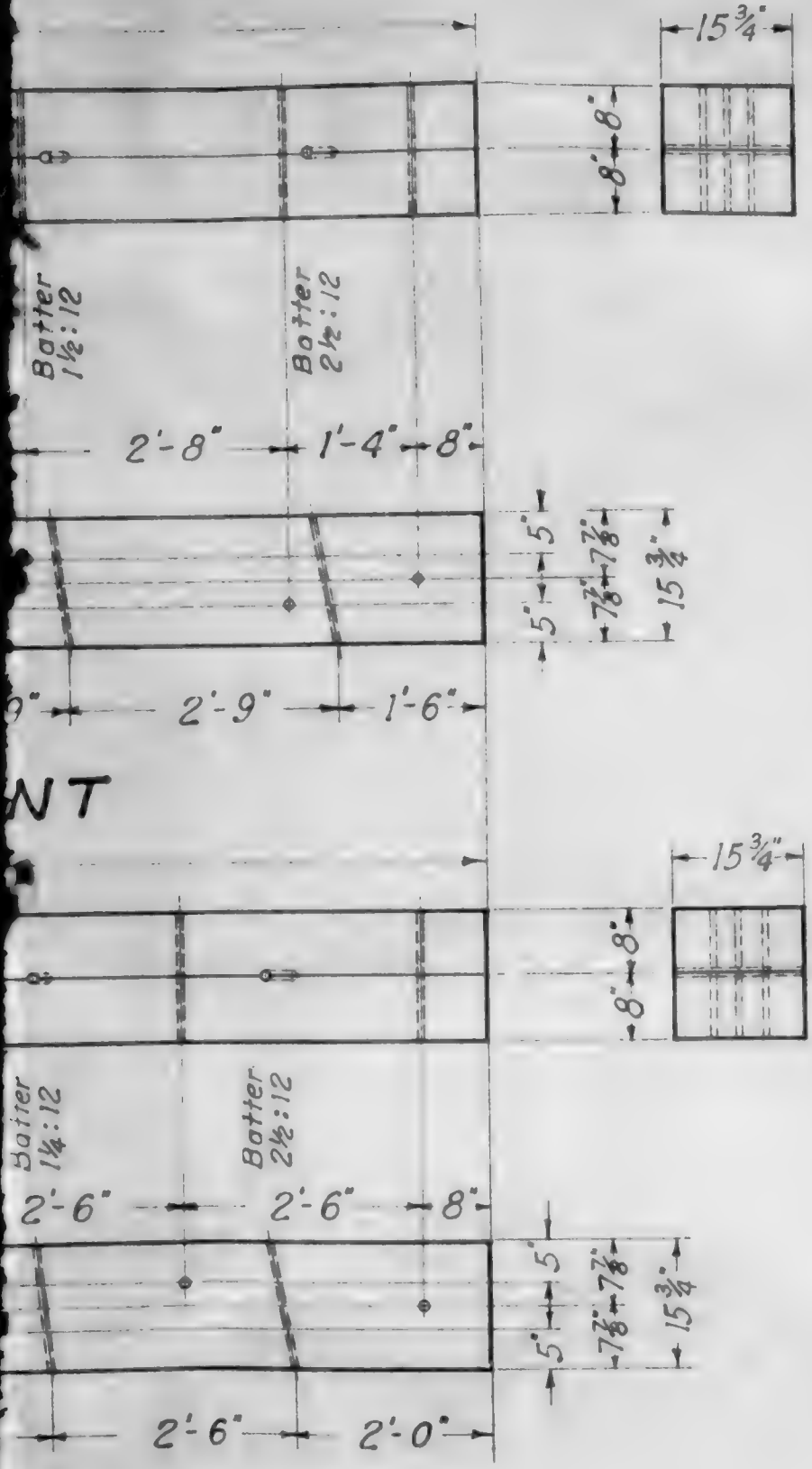
RR - 282



SIX PILE BENT



FIVE PILE BENT



NOTE:

Caps shall be 2 pcs. 8"x16"x 14'-0", SIE to $15\frac{3}{4}$".

All verticcl holes shall be $\frac{11}{16}$" for $\frac{3}{4}$" drift bolts.

All horizontal holes shall be $\frac{3}{4}$" for machine bolts.

Frame and bore caps before creosoting.

HARDWARE FOR 6 PILE BENT –

2- $\frac{3}{4}$"x 21" Machine bolts & nuts.
5- $\frac{3}{4}$"x 18" Machine bolts & nuts.
6- $\frac{3}{4}$"x 26" Drift bolts.
14- $\frac{3}{4}$" Malleable Iron washers.

HARDWARE FOR 5 PILE BENT –

2- $\frac{3}{4}$"x 21" Machine bolts & nuts.
4- $\frac{3}{4}$"x 18" Machine bolts & nuts.
5- $\frac{3}{4}$"x 26" Drift bolts.
12- $\frac{3}{4}$" Malleable Iron washers.

SPOKANE PORTLAND AND SEATTLE RY. CO.

STANDARD PLAN

TREATED $15\frac{3}{4}$" x 16" CAPS
FIVE & SIX PILE BENTS
PLAN FOR SIZING & PREBORING

SCALE: ½" = 1'-0"
DATE: Jan 12 - 1960
Field Book No:
Designed by: Drawn by: H.A.W.
Checked by: L.B.K. Traced by:

APPROVED:
Asst. Engr. Struct.
Chief Engineer

00 - 615

RECEIVED
APR 1 1960
FOR FILING
F-115(13)
5874

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
SMITH POINT-CAMP RILEA SECTION
OREGON COAST HIGHWAY
CLATSOP COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Oregon Coast Highway, which is a State Primary facility on the Federal Aid Primary System. The northerly terminus is at the intersection of Hamburg Street and Marine Drive on Smith Point in the city of Astoria. The southerly terminus is 0.14 mile northerly of the entrance road to Camp Rilea. The overall length of the project is 5.32 miles.

This will be a location survey to prepare plans, specifications and estimates for construction on revised alignment. The city of Astoria is at the northeasterly end of the project and the city of Warrenton lies northerly of the proposed alignment.

The general route was laid by Tom Edwards. Reconnaissance has been made. Routine soils investigation will be conducted. Special studies will be required relative to stream flow characteristics as concerns the proposed bridge across Youngs Bay. An economic analysis has been made.

The existing (1958) ADT is 3,200 and the projected (1975) ADT for the proposed route is 6,400. This will be a Class "A"-70 highway with a maximum grade and curvature of 3 per cent and 4 degrees respectively. The typical section will consist of a 24-foot traveled way with 10-foot treated (0-11 Mod.) shoulders. Deviation from State and Federal standards is not anticipated.

A saving of 1,292 degrees of central angle and 381 feet of rise and fall will be realized in the new alignment.

This will be a limited access arterial highway with no interchanges. There will be two channelized intersections, one wye connection, and three "at grade" railroad crossings. Youngs Bay will be bridged by a 4,220-foot structure and a small bridge will be required across the Skipanon River.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½"	Asphaltic Concrete
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	6 "	Coarse Crushed
Total Depth	11½"	

(Eighteen inches selected sand subgrade, Station 120 to end of project.)

Material is available from State-controlled and local commercial sources.

Agreements with the county will be required concerning disposition of bypassed portions of the existing highway.

There are no State parks or roadside rest areas affected by this project.

March 7, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
E. J. Hall
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Larry Mahoney
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
MAR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

ASTORIA

BEGINNING OF SURVEY
STA. 3+02.3 PS=
1103+02.3 POT=

Existing Highway

Lewis and Clark River

Youngs Bay

AIRPORT

Fort Clatsop

MARINE DR.

COLUMBIA

Smith Point

END OF SURVEY
STA.

RIVER

Relocated Highway

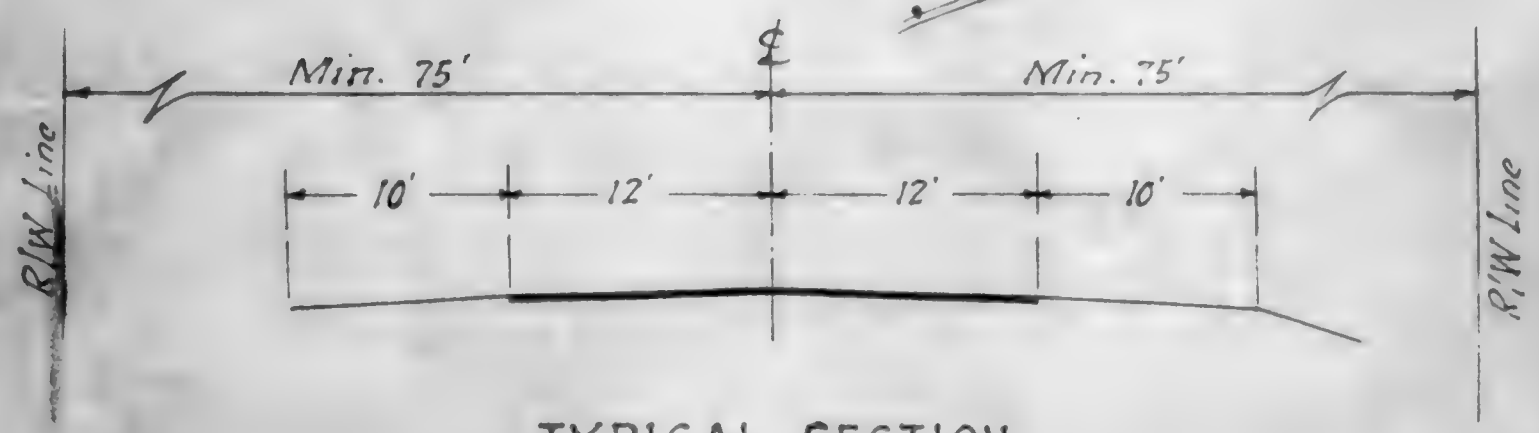
Skipanon R.

WARRENTON

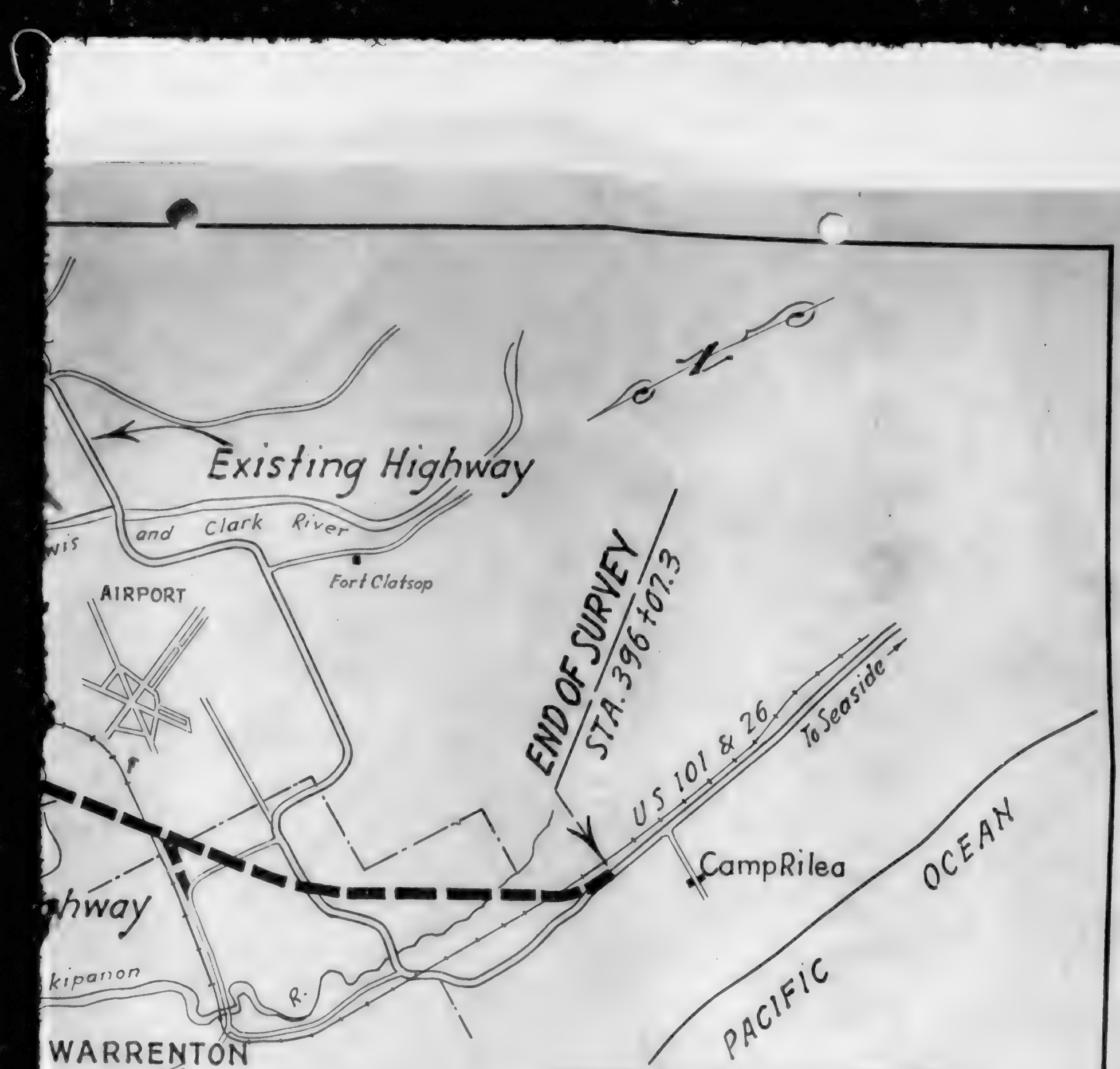
OREG

SMITH P

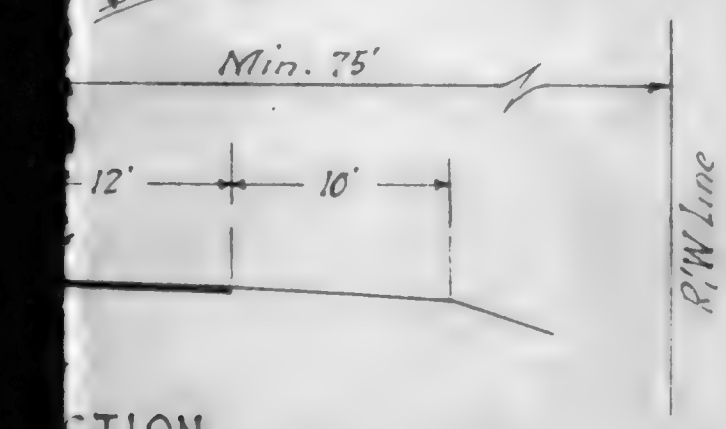
Scal



TYPICAL SECTION



OREGON STATE HIGHWAY DEPARTMENT



SMITH POINT-CAMP RILEA SECTION

OREGON COAST HIGHWAY

CLATSOP COUNTY

Scale: 1" = 4000' Nov., 1959

DRG. NO. 1R-5-1336

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MAR 4 1960
FOR FILING
F-115(13)
F 5 c 74

March 3, 1960

Mr. E. R. Baldwin
City Manager of Warrenton
City Hall
Warrenton, Oregon

Dear Mr. Baldwin:

In our reconstruction of US101 from Astoria to Camp Riles we will be crossing a dike near Warrenton. Our records show that the ownership of this dike rests with Diking District No. 2, a division of the City of Warrenton. I am not sure whether this is administered by your office or through some separate organization.

I am enclosing a print from a vicinity map of the grade crossing of the railroad. You will note that we cross this dike approximately 600 feet northeast of the railroad crossing. Our highway embankment will overcross the dike and we will do no cutting of any kind in the dike.

Under the usual procedure we would require a permit for the crossing from the Diking District, and we would appreciate receipt of a letter granting such permit.

It would be appreciated if you would refer this to the proper organization if it does not come within your jurisdiction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

RECEIVED
MAR 4 1960
FOR FILING
F-115(13)
F 5674

March 3, 1960

Mr. E. R. Baldwin
City Manager of Warrenton
City Hall
Warrenton, Oregon

Dear Mr. Baldwin:

In our reconstruction of US101 from Astoria to Camp Rilea we will be crossing a dike near Warrenton. Our records show that the ownership of this dike rests with Diking District No. 2, a division of the City of Warrenton. I am not sure whether this is administered by your office or through some separate organization.

I am enclosing a print from a vicinity map of the grade crossing of the railroad. You will note that we cross this dike approximately 600 feet northwest of the railroad crossing. Our highway embankment will overcross the dike and we will do no cutting of any kind in the dike.

Under the usual procedure we would require a permit for the crossing from the Diking District, and we would appreciate receipt of a letter granting such permit.

It would be appreciated if you would refer this to the proper organization if it does not come within your jurisdiction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

CSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

RECEIVED
FEB 23 1960
FOR FILING
F-115(13)
F-5874

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1960

SUBJECT: Astoria-Camp Rilea Section
Oregon Coast Highway

To:
Mr. G. S. Paxson
Asst. State Highway Engineer
B U I L D I N G

Herewith, two vicinity map tracings for use in applying for a PUC Hearing for the two railroad grade crossings on the Astoria-Camp Rilea Section of the Oregon Coast Highway.

These crossings are located at highway station 15+56.7 equals railroad station 69+58.9 and highway station 123+35.7 equals railroad station 217+61.1.

Tom Edwards
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:jk

Attachment

RECEIVED
FEB 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
...N 27 1960
FOR FILING
E-115(13)
F5824

4-f-2

December 21, 1959

Hon. Robert J. Fox
Mayor of Hammond
Hammond, Oregon

Dear Mayor Fox:

The State Highway Commission at its meeting December 16 adopted a survey for relocation of the Oregon Coast Highway between Astoria and a point north of Gearhart. You will recall that a hearing was held in Astoria on October 29 concerning this relocation.

The Commission approved the route generally known as the Smith Point-Camp Rilea Section, referred to as Plan "C" in Technical Report 59-6.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

December 21, 1959

Hon. Harold C. Gramson
Mayor of Warrenton
Warrenton, Oregon

Dear Mayor Gramson:

The State Highway Commission at its meeting December 16 adopted a survey for relocation of the Oregon Coast Highway between Astoria and a point north of Gearhart. You will recall that a hearing was held in Astoria on October 29 concerning this relocation.

The Commission approved the route generally known as the Smith Point-Camp Rilea Section, referred to as Plan "C" in Technical Report 59-6.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

December 21, 1959

Hon. Harry M. Steinbock
Mayor of Astoria
Astoria, Oregon

Dear Mayor Steinbock:

The State Highway Commission at its meeting December 16 adopted a survey for relocation of the Oregon Coast Highway between Astoria and a point north of Gearhart. You will recall that a hearing was held in Astoria on October 29 concerning this relocation.

The Commission approved the route generally known as the Smith Point-Camp Rilea Section, referred to as Plan "C" in Technical Report 59-6.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

RECEIVED
DEC - 8 1959
FOR FILING
F-115(13)
5874

December 7, 1959

Throughway
Complete Access
Controlled

Oregon State Highway Commission

Coast Div Resp Complete
and K of W resp limited
1-8-60
C.H.

Gentlemen:

Pursuant to orders of the Highway Commission, the location of Highway 101 from Astoria southwesterly was reinvestigated. The results of this reinvestigation are shown in Technical Report 59-6, which report you are familiar with.

A public hearing was held in Astoria on October 29, 1959, at which time proponents and opponents of the various plans were heard. A transcript of this hearing was sent to you on November 19, 1959.

The routes under investigation are delineated in the report as "A", "B", and "C"; Plan "A" being the Lewis and Clark route, Plan "B" - the Smith Point route, and Plan "C" - the Camp Kilea route. The hearing indicated little local interest for the Smith Point route. The presentation by individuals and groups centered largely around the "A" and "C" lines. While there is strong local feeling for or against one line or the other, the preponderance of the statements made at the hearing indicates that a majority of the local groups, both official and unofficial, favors Plan "C", with a minority favoring Plan "A". Following is a statistical comparison of Plans "A" and "C":

	Plan "A"	Plan "C"
Length of new construction	11.85 miles	11.58 miles
Reduction in distance	4.62 miles	4.89 miles
Estimated cost *	$4,183,995	
Estimated cost **	$4,758,925	$4,908,884
Benefit quotient	6.14 *	
Benefit quotient	6.50 **	6.69

* Without reconstruction of Lewis and Clark Bridge.
** With reconstruction of Lewis and Clark Bridge.

RECEIVED
DEC - 8 1959
FOR FILING
F-115(13)
5874

December 7, 1959

Throughway
Complete Access
Controlled

Oregon State Highway Commission

Constr Dist maps Complete
and R of W maps limited
1-8-60
C.H.

Gentlemen:

Pursuant to orders of the Highway Commission, the location of Highway 101 from Astoria southwesterly was reinvestigated. The results of this reinvestigation are shown in Technical Report 59-6, which report you are familiar with.

A public hearing was held in Astoria on October 29, 1959, at which time proponents and opponents of the various plans were heard. A transcript of this hearing was sent to you on November 19, 1959.

The routes under investigation are delineated in the report as "A", "B", and "C"; Plan "A" being the Lewis and Clark route, Plan "B" - the Smith Point route, and Plan "C" - the Camp Miles route. The hearing indicated little local interest for the Smith Point route. The presentation by individuals and groups centered largely around the "A" and "C" lines. While there is strong local feeling for or against one line or the other, the preponderance of the statements made at the hearing indicates that a majority of the local groups, both official and unofficial, favors Plan "C", with a minority favoring Plan "A". Following is a statistical comparison of Plans "A" and "C":

	Plan "A"	Plan "C"
Length of new construction	11.85 miles	11.58 miles
Reduction in distance	4.62 miles	4.89 miles
Estimated cost *	$4,183,995	
Estimated cost **	$4,758,925	$4,908,884
Benefit quotient	6.14 *	
Benefit quotient	6.50 **	6.69

* Without reconstruction of Lewis and Clark Bridge.
** With reconstruction of Lewis and Clark Bridge.

After studying this matter in the light of our latest engineering report and based on the information ootained at the hearing, it is my recommendation that Plan "C", the Camp Kilea reroute, be adopted. A survey approval map is attached and I request that you adopt the survey and grant authority for the acquisition of the necessary rights of way.

The matter will be on the agenda for your consideration at the December 16 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Tom Edwards
Mr. Walter T. Wright

FC:fn ae

ASTORIA

BEGINNING OF SURVEY

STA. 3+07.3 PSE = 1103+07.3 POT

Existing Highway

Lewis and Clark River

Fort Clatsop

AIRPORT

Youngs Bay

MARINE DR.

COLUMBIA

Smith Point

RIVER

Relocated Highway

Skipanon R.

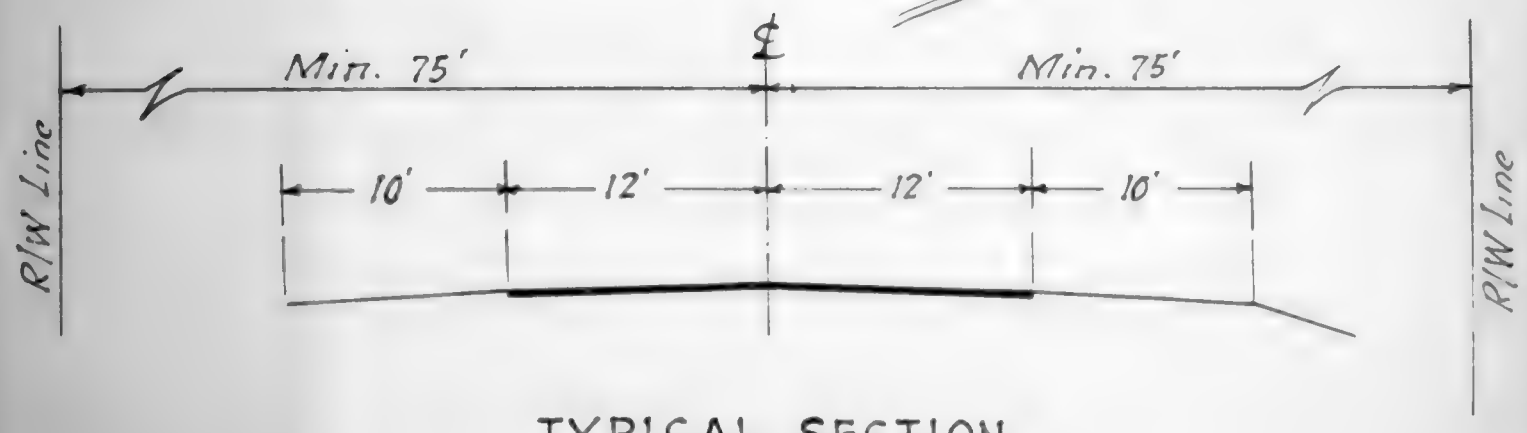
WARRENTON

END OF SURV

ORE

SMITH

Sc



TYPICAL SECTION

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date: _____

Existing Highway

and Clark River

Fort Clatsop

AIRPORT

END OF SURVEY
STA. 396 +07.3

US 101 & 26

To Seaside

CampRilea

OCEAN

PACIFIC

WARRENTON

Min. 75'

12' — 10'

R/W Line

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SMITH POINT-CAMP RILEA SECTION

OREGON COAST HIGHWAY

CLATSOP COUNTY

Scale: 1" = 4000' Nov., 1959

DRG. NO. 1R-5-1336

FORM E-30 50M 7-59 22124

F-115-(13)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1959

SUBJECT: Survey Approval Map
Smith Point-Camp Rilea Section
Oregon Coast Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Attached are eleven prints of the above named survey approval map and a suggested letter to the Commission for their action.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:law

Attachments

RECEIVED
DEC - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

	Plan A.	Plan C.
Length new Const	11.85	11.58
Reduction in dist	4.62	4.29
Est. Cost *	+183,775	
**	4,758,925	4,908,884
B/C	6.14 *	
	6.50 **	6.69

* Without reconstruction of Lewis & Clark Bridge.

** With

ROUGH DRAFT

re-dictated by fc.

Salem, Oregon
December 2, 1959

Oregon State Highway Commission

Our survey on the Smith Point-Camp Rilea Section of the Oregon Coast Highway has been completed. A hearing was held recently in the city of Astoria on this route. This section is 5.55 miles in length.

I am attached a copy of the survey approval map for your information and would recommend that this survey be approved.

Very truly yours,

DJB:law

Attachment

cc: Tom Edwards

303-1710 Estacada (Broadway) Paving Project.
#5875 Clackamas Co. 1961

28-61

Mr Eggert
RECEIVED
1962
FOR FILING

February 2, 1962

FINAL COST ANALYSIS

City Streets (Estacada) Broadway — Paving — Prefix No. 303-1710-201(41)
Contract No. 5875 — Contractor: Chas. T. Parker Constr. Co. — Clackamas County
Resident Engineer: W.J. Scofield

Item 5475

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	82.04	Cu.Yd.	3.00	2.65	217.79	246.12
General Excav., Unclass.	420.09	Cu.Yd.	2.50	2.04	929.36	1,050.23
8" Concrete Pipe	88	Lin.Ft.	2.30	2.10	179.11	202.40
15" Concrete Pipe	123	Lin.Ft.	4.30	3.81	468.03	528.90
Extra for Pipe under Pvmt.	30	Lin.Ft.	5.00	4.42	132.74	150.00
Adj. of Monument Boxes	2	Only	35.00	30.97	61.94	70.00
Adj. of Catch Basins	1	Only	35.00	30.97	30.97	35.00
Concrete Inlets, Type G	3	Only	94.00	83.18	249.54	282.00
Concrete Curbs	9.62	Cu.Yd.	60.00	53.09	510.77	577.20
Metal Guard Rail	341.50	Lin.Ft.	3.10	2.74	936.81	1,058.65
Coarse Cr.Mat'l in Base	991	Cu.Yd.	3.50	3.10	3,069.37	3,468.50
3/4"-0 Mat'l in Base	312	Cu.Yd.	3.50	3.10	966.32	1,092.00
Sprinkling	22.80	M-Gal.	3.00	2.65	60.53	68.40
Class B Asphaltic Concrete	605.04	Ton	8.30	7.34	4,443.90	5,021.83
Extra for Paving Approaches	4	Only	25.00	22.13	88.50	100.00
					$12,345.68	$13,951.23

Gross Revenue	$ 13,951.23
Total Cost	12,345.68
Net Profit	$ 1,605.55

Net Profit equals 11.5% of Gross Revenue

RECEIVED
FEB 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

DETAIL OF COST - Contract No. 5875

Labor:					
Labor				$ 1,730.77	
Labor Insurance				229.61	$ 1,960.38
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				1,837.79	
Equipment Rental, Hired				571.00	
Equipment Rental, Fully Operated				1,866.00	
Gas, Oil and Grease				327.44	
Bond				108.68	
Small Tools				46.80	
Home Office and General Overhead				101.43	4,859.14
Materials:					
Coarse Cr. Mat'l in Base	1,005 Cu. Yd.	@	$2.10	2,110.50	
3/4"-0 Mat'l in Base	312 Cu. Yd.	@	$2.10	655.20	
Class B Asphaltic Concrete	608.435 Ton	@	$4.50	2,737.96	
Asphaltic Conc. Approaches	5 Ton	@	$4.50	22.50	5,526.16
			TOTAL COST		$ 12,345.68

Remarks - Contract No. 5875

This was a "State Project" calling for construction of 0.14 mile of city street roadbed, involving approximately 270 cubic yards of roadbed excavation; construct 0.14 mile of stone base, involving 1,350 cubic yards of crushed materials; construct 0.14 mile of asphaltic concrete pavement, involving approximately 670 tons of asphaltic concrete, and such additional and incidental work as was called for in the specifications.

The south end of the project was at station 0+20, which station is located at the intersection of Broadway with Third Street. The north end of the project was at Station 7+50, which station is located at the intersection of Broadway with First Street. The overall length of the project was 0.14 mile.

Bids were received April 11, 1961, awarded April 14, 1961, and the contractor started working June 1, 1961. Inclement weather and strike conditions caused some delay. The project was completed August 7, 1961.

Equipment used on project: three rollers, Mod. 12 Patrol, front end loader, five 10-yard utility dump trailers, six 10-yard dump trucks (rented), one 6-yard dump truck, Barbur-Greene finishe , and miscellaneous pickups and service trucks.

Good supervision and equipment in good shape contributed to good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-23-68	CC-728		303-1710-295

NOTED
H. S. COX

NOTED
DON HARWELL

INVOICE NUMBER
72972

City of Estacada
Estacada, Oregon
Attention: R. R. Cook, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit City share of cost of Cannery Street Grading, basing, paving and curbing project. Covered by agreement dated February 27, 1961. Total Cost 16,414.46 Agreed State share (Entire cost less concrete curbs) 15,694.46 Agreed City share 720.00 To be refunded		NOTED R. H. PRANGE	720.00 720.00 Memo

ACKNOWLEDGMENT OF BILLING RECEIPT

Cash Received [illegible]

By _____

A 150 (REVISED 7-60)

RECEIVED
SEP 12 1961
FOR FILING

September 12, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5875 for paving Broadway in Estacada, Clackamas County, was completed by the contractor, Chas. T. Parker Const. Co., on August 7, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,951.23, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

cc: Chas. T. Parker Const. Co.,
P. O. Box 7538
Portland 20, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 18, 19 61

Section Estacada (Broadway St.)

Highway City Street County Clackamas

Contractor Chas. T. Parker Constr. Co.

Date of contract April 14, 19 61

Date work started April 24, 19 61

Project authorization . . . . . $ 16,414.88
Exclusive of engineering . . . . $ 15,247.60

Engineering authorization . . . . $ 1,167.28

Engineering cost to date $ 1,500.00, 128.5 %

Kind of work Grading & Paving

Section prefix 303-1710

Contract number 5875

Specified work days 50

Work days used 41

Per cent of time elapsed 82 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13,951.23

Estimated per cent ~~overrun~~ underrun . . . . . - 8.5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed August 7, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	Curb - 100% Guard Fence - 100%	100%	100%	Commercial Source

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate has been submitted.

Project was completed August 7, 1961.

NOTED
FORREST COOPER

NOTED

Signed [signature] Res. Eng'r.

Address Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.14	0.14			0.14
Miles partially completed					
Miles completed	0.14	0.14			0.14
Total estimated quantities (contract)	270 cu.yd.	1,350 cu.yd.			670 Ton
Total quantities corrected to date	420.09 cu.yd.	1,303 cu.yd.			605.04 "
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Rain		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 10 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
GLENN L. JACKSON, MEMBER
Medford
FLOYD QUERY, SECRETARY
Salem

303-1710
5875

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 9, 1961

Charles I. Parker Const. Co.,
P. O. Box 7588
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5875, awarded April 14, 1961, for paving Broadway in Estacada, Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
C. G. SWENSON

Salem, Oregon
4/17/61

Mr. C. H. Maison
O F F I C E

Advance Deposit
Special City Allotment Project
Estacada

Attention: Mr. John Herr

NOTED
Harold C. Ayers

Attached is the City of Estacada's check in the amount of $720. This is in payment for cost of curb construction on this project.

C. G. Swenson
County & City Relations Engineer

HCA:mm
Att.

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 15, 1961

Mr. Carl E. Green
Carl E. Green & Associates
Consulting Engineers
510 Henry Building
Portland 4, Oregon

Your File: 53

Dear Mr. Green:

Re: Estacada Street Improvement

I wish to advise you that we will include the run of 15" sewer pipe from right-of-way line to right-of-way line along with two catch basins south of Second Street South. The placement of the two catch basins will have to be moved to approximately Station 3, in order to catch the low points on the gutters.

The resurfacing on this project will extend south only to the center of Third Street South, so we will not include any of the sewer work in Third Street South on our plans.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

cc Forrest Cooper
Tom Edwards
Clarence Swenson

RECEIVED
MAR 15 1961
ENGINEER
CITY RELATIONS

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS

CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
INVESTIGATIONS, REPORTS, APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 Henry Building
Portland 4, Oregon
CApitol 7-2770

File 53

Date February 27, 1961

Oregon State Highway Department
Salem,
Oregon

Re: Estacada Street Improvement

Gentlemen:

The latter part of last week, Mr. Swenson of the Salem office of the State Highway Department delibvered to this office two copies of a plan-profile sheet for proposed work on Broadway in Estacada.

We have studied the plans for storm sewer construction in the city and find that we have storm sewers proposed which would serve the paved area of Broadway as it is to be improved and additional areas to the east and west of Broadway.

It would be advisable to install the proposed storm sewers in Broadway and the necessary inlets even though the remainder of the storm sewer system can not be built immediately. These lines should be installed before the street is paved. We return herewith one marked print showing the location of the proposed storm sewers.

Very truly yours,

CARL E. GREEN & ASSOCIATES

Carl E. Green

by Carl E. Green

eb

encl.

cc: R. R. Cooke, City Recorder, Estacada
A. E. Johnson, Div. Engr., St. Highway Dept.

Estacada (Broadway) Section
Paving

3-9-61 File
250,000 - 1961

No.	Item	Quantity		
1	Drainage Excavation, Unclassified	80 Cu Yds.	3 00	240 -
2	General Excavation, Unclassified	270 Cu Yds.	2 00	540 -
3	8-inch Concrete Pipe	100 Lin Ft	2 00	200 -
4	15-inch Concrete Pipe	130 Lin Ft	3 25	422 50
5	Extra for Pipe Under Pavement	30 Lin Ft	3 50	105 -
6	Adjustment of Monument Boxes	2 Only	10 00	20 -
7	Adjustment of Catch Basins	1 Only	50 00	50 -
8	Concrete Inlets, Type G	3 Only	100 00	300 -
9	Concrete Curbs	12 Cu Yds	55 00	660 -
10	Metal Guard Rail	340 Lin Ft	3 00	1020 -
11	Coarse Crushed Material in Base	1,050 Cu Yds	3.50	3675 -
12	3/4"-0 Material in Base	300 Cu Yds	3.75	1125 -
13	Sprinkling	30 M-gals.	4	120 -
14	Class B" Asphaltic Concrete	670 Tons	10 00	6700 -
15	Extra for Paving Approaches	4 Only	30.00	120 -
			Total	15,277 50
	Chas I. Parker # 5875			
	17,077.42		Flagging	100 00
			Total	15,377 50
			12½% Profit	1844 69
			Total	17,322 19

RECEIVED
MAR - 9 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

250,000 (61) Estimate

This short section of Broadway is generally in good condition and appears to be serving reasonably heavy traffic. Estimated we should give them the job - we have never given them any previous aid.

The first block from 1st ave N to 2nd Ave S. should be patched the entire block between 2nd Ave S & 3rd Ave S and need wearing surface only

H. C. a

25,000 (61) Estimate

Existing Estimate

Roadway from 2nd Avenue S to 1st Avenue N a distance of approximately 0.14 miles.

Grade - between 2nd Ave S and 1st Ave N
Place 11" base course, 2" binding course and 3" asphaltic concrete wearing surface 22' wide with 8' shoulders.
Place 3" asphaltic concrete wearing surface 60' wide with presently curbed section.

Excavation	180 cu yds	$	2.00	$ 360.00
Coarse Crushed Material for base	225 cu yds		5.00	1125.00
3/4" o material for	60 cu yds		5.25	315.00
Sprinkling	10 M gal		4.00	40.00
Adjust Manholes	3 each		15.00	225.00
Adjust Catchbasins	3 each		65.00	195.00
Place "B" asphaltic concrete	630 tons		15.00	9450.00
				$ 11,710.00
				1463.75
				380.00
	13,600			$ 13,553.75

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED

PROPOSED

Section ____ Highway ____ County ____ Prefix ____

Dist. Engr. ____ Length of Project ____ Miles. Sta. ____ to Sta. ____ Date ____

TYPICAL SECTIONS

The soil survey and recommended surfacing thickness completed at the request of H.C. Ayers, County-City.

Required Base		Designed Base	
Crushed			
	12"		
4"			
12"			

USOII"
E

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Liaison Engineer
Soils Engineer Division

Submitted by ____

Recommended by ____
Construction Engineer

Recommended by ____

Approved by ____
Engineer of Materials

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

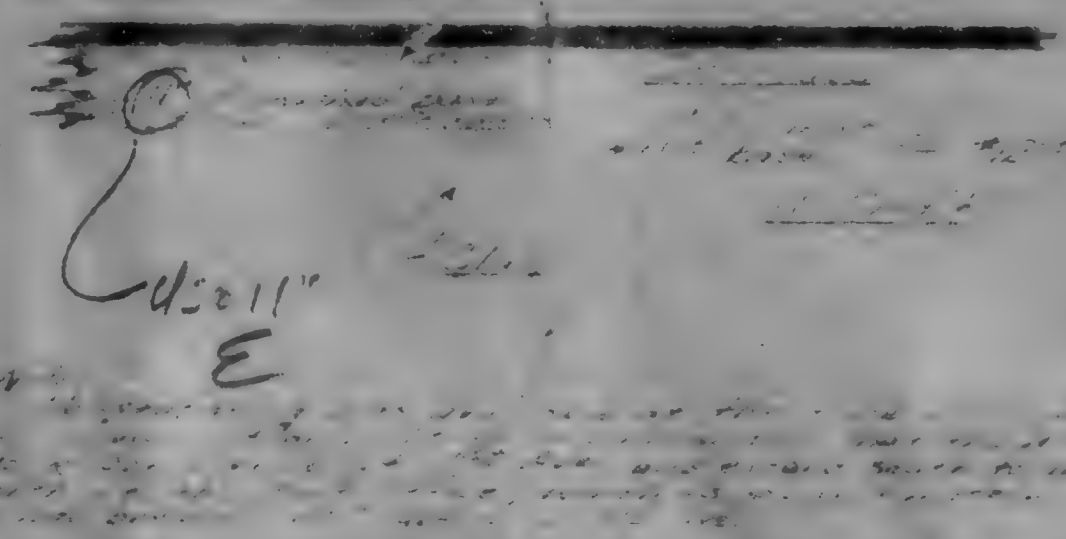
PROPOSED PROPOSED

Highway _____ County _____ Profile _____

Engr. _____ Length of Project ____ Miles. Sta. _____ to Sta. _____ Date _____

TYPICAL SECTIONS

The soil survey and recommended surfacing thickness completed at the request of H.C. Ayers, County-City.



Required		Desired	
Base & Wear		Base	Wear
Crushed	Not Crushed		

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
District Engineer
District Materials Engineer

Submitted by _____ Recommended by _____

Recommended by _____ Approved by _____

Construction Engineer

Engineer of Materials

State Soils Engineer

ESTACADA

Scale: 1" = 800'

CLACKAMAS COUNTY

T. 3S., R. 4E., W.M.

Earl Eckersley Councilman

Rev. 5-22-52

RECEIVED
MAR 1 1961
FOR FILING
303-1710
5895

E-28-61

Salem, Oregon
February 28, 1961

$250,000 Fund Agreement
City of Estacada

MISC. CONTRACTS and AGREEMENTS No. 2344

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with the City of Estacada covering the Special City Allotment project on Broadway in the City of Estacada.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Estacada.

Secretary

rm
Attach: 1

OFFICERS
ROBERT H. WEINRICH, MAYOR
DAVID HORNER, PRES. OF COUNCIL
NETTIE RICKEY, TREASURER
R. R. COOKE, RECORDER-MUNICIPAL JUDGE

CITY OF ESTACADA

P. O. BOX 247 CRESTWOOD 9-3223

ESTACADA, OREGON

COUNCILMEN
ROBERT A. CLAYVILLE
EARL H. ECKERSLEY
DAVID HORNER
LESLIE KIGGINS
DELBERT NORDQUIST
ROBERT SAUNDERS

February 17, 1961

NOTED
NOTED

H. C. Ayers, Field Engineer
State Highway Department
Salem , Oregon

Dear Mr. Ayers:

Re: 2/10/61 - Broadway Street Curbs

In order that the city set up payment agreements with the property owners our attorney requested me to run the records at the court house, Assessor's Office. I find the following;

Block 10, Lots 7, 8, 9, 10, 11, and 12, City of Estacada, each 25' frontage - total 150'.

Block 11, thru same numbered Lots, frontage total 150'

Allowing for a 10' radius this does not check out with the 180' lineal feet each side as designated in your letter.

Because it is necessary for the city to advise each property their approximate cost we are requesting that you re-check the survey.

2-20-61
Called Mr Cooke
and advised him $715.00
would be curb cost to City -
no one would have guard rail
on one block. and 6 foot shoulder

Very truly yours,

CITY OF ESTACADA

By R. R. Cooke
R. R. Cooke, Recorder

13 Cyds @ 55 ~~7.15~~
$715.00

165 and rite

cc: Earl H. Eckersley, Chairman, Street Committee

RECEIVED
FEB 20 1961
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FEB 28 1961
FOR FILING

303-1710
5875

February 28, 1961

R. R. Cook, City Recorder
City Hall
Estacada, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Estacada a fully executed copy of an agreement between the State Highway Commission and the City of Estacada covering the Special City Allotment project on Broadway Street in Estacada.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30X 80M 7-59 22129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 16, 1961

SUBJECT: $250,000 Fund Agreement
City of Estacada

To: Mr. G. S. Paxson

Attached are three copies of an agreement covering the Special City Allotment project on Broadway in Estacada. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 11/3/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

DAT. 11-3-60 Main Sage 32890
Floyd Query

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
February 10, 1961

Mr. Tom Edwards
O F F I C E

$250,000 Fund Project
Broadway Street
City of Estacada

Attention: Mr. E. A. Pease

NOTED
Harold C. Ayers

Herewith the field data on the subject project. The city has been contacted and requested that we contract the total job, including the curb construction from station 1+80 to 3+30, left and right sides, with 10-foot radius curb returns on Second Avenue South.

The city will do no shoulder build up or blade work but will pay cost of concrete curbs.

H. C. Ayers
County & City Relations Field Engineer

HCA:mm

cc: Frank Hall
V. G. O'Neil

NOTED
H. S. COX

NOTED
C. G. SWENSON

February 10, 1961

Mr. Robert R. Cooke
City Recorder
Estacada, Oregon

NOTED
Harold C. Ayers

Dear Mr. Cooke:

As per our conversation of February 10, 1961, we give you the following estimate for concrete curb construction on Broadway between the present curbs and Second Avenue South:

180 lineal feet each side, including the 10' radius each side of Second Avenue South at a cost of approximately $825 to the City.

Very truly yours,

C. G. Swenson
County & City Relations Engineer

By

H. C. Ayers
Field Engineer

HCA:mm

LOCATION PROSPECTUS
THIRD AVENUE SOUTH-FIRST AVENUE NORTH
BROADWAY STREET, ESTACADA
CLACKAMAS COUNTY

The following prospectus is submitted concerning the above-mentioned section of Broadway Street in Estacada. The northerly terminus is at the intersection of First Avenue North and Broadway Street. The southerly terminus is at the intersection of Third Avenue South and Broadway Street. The overall length of the project is 0.14 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment. From First Avenue North to Second Avenue South will be a complete project of grade, base, level and asphaltic concrete. From Second Avenue South to Third Avenue South will be paving to 3 inches between existing curbs to a width of 40 feet plus or minus.

The typical section between First Avenue North and Second Avenue South will consist of a 22-foot travel way with 2-foot shoulders. The approved base design by G. L. Decker is:

Paving, Base and Wear	3" AC
Top Course, Base	2"
Bottom Course, Base	11"
Total Depth	16"

Final agreements with the city will be necessary.

December 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
C. G. Swenson
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
Walter T. Wright

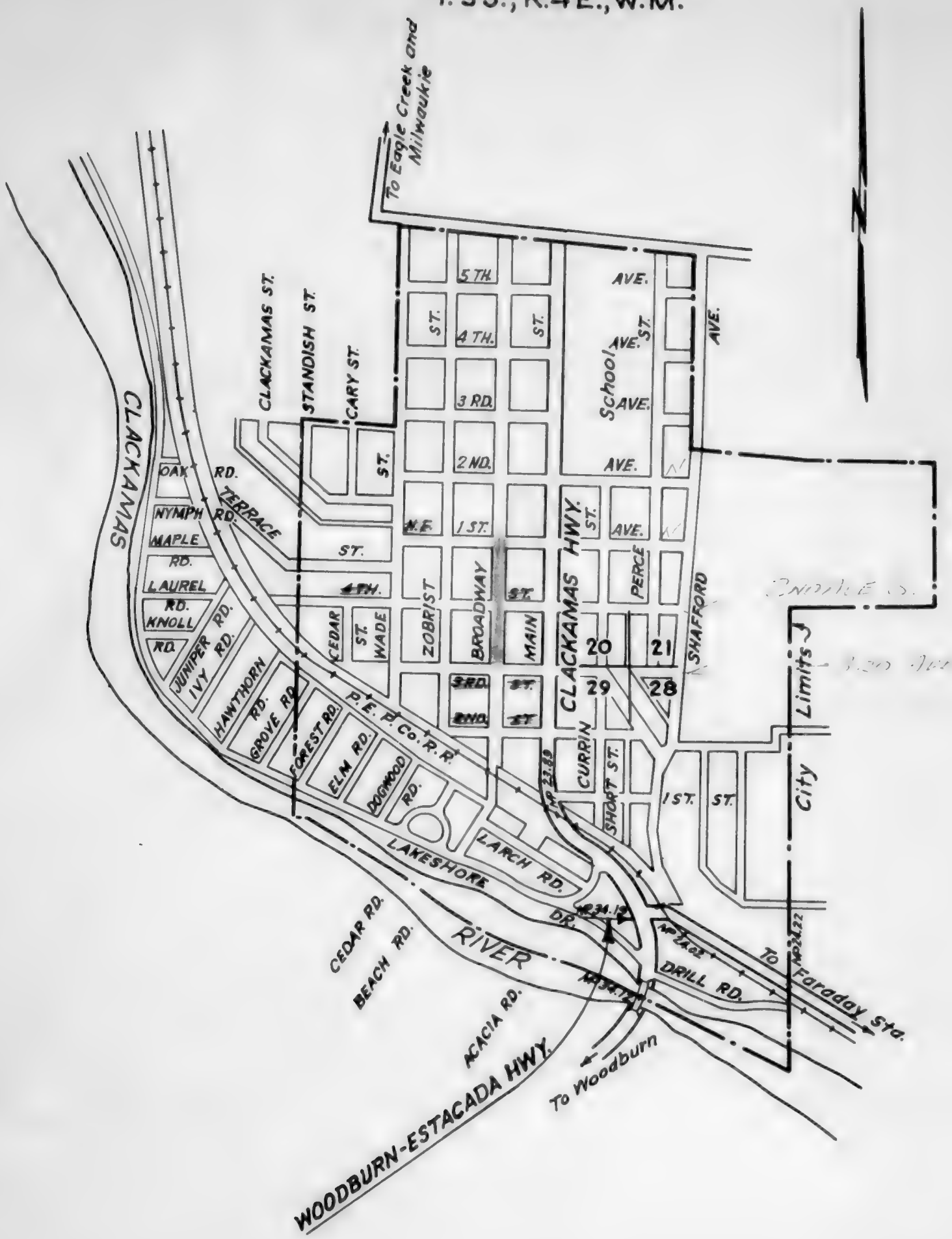
RECEIVED
DEC 13 1960
ENGINEER
COUNTY & CITY RELATIONS

ESTACADA

Scale: 1" = 800'

CLACKAMAS COUNTY

T. 3S., R. 4E., W.M.



Rev. 9-13-55

R E S O L U T I O N

3-8-60

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Estacada is an incorporated city of the State of Oregon and has a population of 950 as given by the latest official census; and

WHEREAS, the following streets of said city,

Broadway Street from South First Avenue to South ~~Second~~ THIRD Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Estacada does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Earl Eckersley, Councilman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of January, 1960.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Estacada at a regular ~~or special~~ meeting of said Council, held on the 7th day of January, 1960, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of March, 1960.

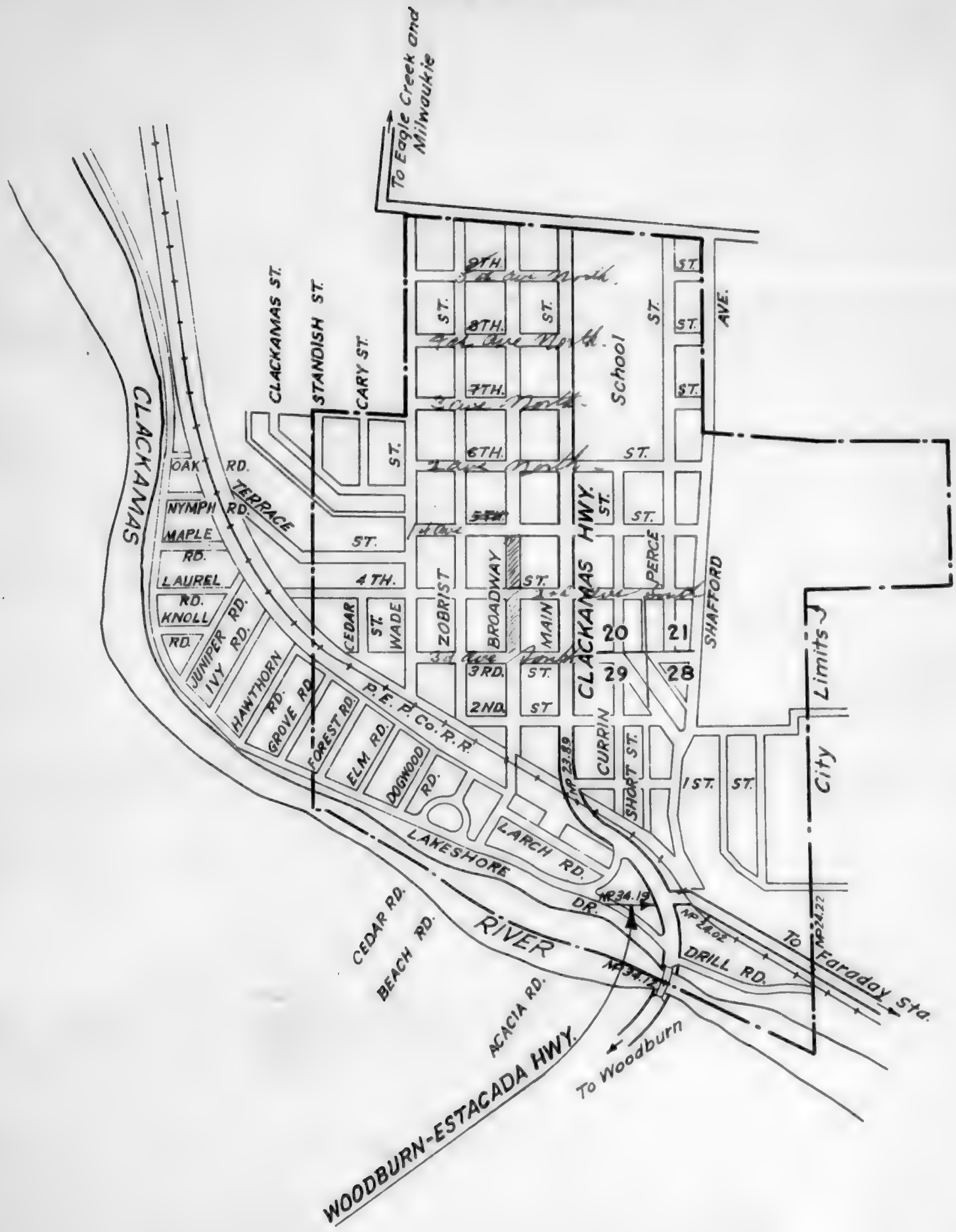
R. R. Cooke

R. R. Cooke City Recorder

ESTACADA

Scale: 1" = 800'

CLACKAMAS COUNTY
T. 3S., R. 4E., W.M.



Rev. 5-22-52

Estacada Volunteer Fire Department
Estacada, Oregon

RECEIVED
MAR 1 1960

December 1, 1959

Estacada City Council
c/o Bob Cooke
Estacada, Oregon

Gentlemen:

The Estacada Volunteer Fire Department would like to call to your attention the situation about an alternate route out of town in the event the Main Street Hill is closed.

Of course, in going North out of the city from the downtown area with the trucks, Main St. is the most direct route, but if it should be blocked off in any way during the emergency call, our most alternate route would be the Broadway Hill which is becoming more hazardous in its present condition.

During the day with the number of logging trucks rolling through town, Main St. is hard to come by and especially if a breakdown might occur on the hill. This happened a couple of weeks back as one driver attempted to back his truck down the hill and backed sideways across the roadway.

At the present time, the Broadway Hill definitely needs some attention to it and make it more accessible to all vehicles both private and emergency.

It is hoped that some solution to this matter may be taken in the future to remedy the situation.

Thank you.

Sincerely,
Walter Sagner
Walter Sagner, Chief
Estacada Vol. Fire Dept.

WS/hw

3-1082 Wildcat Creek (Boulder Cr.) Bridge
#5876 on the Mt. Hood Hwy. E. of Sandy
1961

RECEIVED
SEP 26 1961
FOR FILING

5876

September 25, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5876 for remodeling and widening the Wildcat Creek Bridge on the Mt. Hood Highway in Clackamas County was completed by the contractor, A. T. Barnhardt, on August 25, 1961, and was formally accepted by the Highway Commission on September 15, 1961.

Final payment in the amount of $2,588.15 will be released to the contractor on or after October 2, 1961. The total contract amount is $13,638.90, of which amount $97.55 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road
Salem, Oregon

cc: Mr. A. T. Barnhardt
Gates
Oregon

RECEIVED
SEP 12 1961
FOR FILING

5876
4,476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1961

Note on card
J.Q.

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

A. T. Barnhardt completed work on the Wildcat Creek Bridge Remodeling and Widening Project on the Mount Hood Highway in Clackamas County, Contract #5876 (State Project), on August 25, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

NOTED ON CARD

RECEIVED
MAY 22 1961
FOR FILING

FORM E-30 BOM 5-61 24397

3-1022

5876

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

A. T. Barnhardt started work on the Wildcat Creek Bridge Remodeling and Widening Project on the Mount Hood Highway in Clackamas County, Contract #5876 (State Project), on May 19, 1961.

Ivan D. Merchant
Bridge Engineer

nk

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAY 10 1961
FOR FILING

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

3-1082
5876

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 9, 1961

Mr. A. T. Barnhardt
Gates
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5876, awarded April 14, 1961, for remodeling-widening the Wildcat Creek Bridge on Mt. Hood Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
FEB 13 1961
FOR FILING
3-1082
5816

February 10, 1961

Mr. Hal Dudley, Chairman
Hoodland Democratic Club
Wemme, Oregon

Dear Mr. Dudley:

In reply to your letter of February 8, I wish to advise that the State Highway Commission will take bids for widening of the Wildcat Creek Bridge on April 18.

The Commission has no plans at this time for widening the Mount Hood Loop easterly of Alder Creek. Plans are being formulated for improvement of this highway westerly of Sandy.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:fn er

REFERRED TO
Cooper
By State Highway Engineer

Sandy, Oregon
Feb. 8, 1961

Oregon State Highway Department
Salem, Oregon.

Sirs:

At the regular meeting of the Hoodland Democratic Club at Wemme Oregon last evening the question came up in regard the bridge at Wildcat Creek on U.S. Highway 26. Could you give me any information as to what is being done to have this bridge widened or if that is being considered at all.

Would also like to have any information you could supply that I may present to the membership in regard the time work is expected to start on widening to four lane the stretch of road from Alder Creek to Zigzag.

Trusting to hear from you at an early date, I remain,

Cordially
Hal Dudley

Chairman
Hoodland Democratic Club.

Hal Dudley Chairman
Hoodland Democratic Club
Wemme, Oregon.

RECEIVED
FEB - 9 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
FEB 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1960
FOR FILING

3-1C 8x

5876

Salem, Oregon
November 17, 1960

Widening of Wildcat Bridge
Mt. Hood Loop Highway

Mr. Tom Edwards
Construction Engineer
O F F I C E

I now have your cost estimate of widening the Wildcat Bridge on the Mount Hood Loop Highway to 34 feet. The widening scheme is such that no width will be lost when the highway is converted to four lane.

Please furnish to the Bridge Division any data that it might need for designing the widened facility and proceed with the work on a contract basis. It is probably more practical to do the minor items of fill and pavement widening on a state force basis. The estimated cost of all work is $20,000.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. Ivan D. Marchant

Salem, Oregon
October 27, 1960

Widening project
Wildcat Bridge
Mt. Hood Highway

Mr. Tom Edwards
Construction Engineer
O F F I C E

We have had under investigation a possible widening project on the Mount Hood Loop Highway, Wildcat Bridge, at M.P. 34.47.

Mr. Olson has been handling this. Will you please give me a report and recommendation.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Williams

RECEIVED
OCT [illegible] 1960
FOR FILING

3-1082

5876

Salem, Oregon
October 20, 1960

Mr. A. D. Olson
Assistant Chief Locating Engineer
BUILDING

Wildcat Creek
Sandy-Forest Boundary Section
Mt. Hood Highway

The drainage area of this stream is 3.05 sq. mi. and, using U.S.G.S. data, I estimate the mean annual flood to be 470 cfs and Q_{10} = 735 cfs

Q_{25} = 875 cfs

Q_{50} = 980 cfs

From data furnished me by one of the local residents, I have computed a discharge of 890 cfs for what was probably the November 26, 1955, flood. On gaged streams in the region this flood plots out as having a frequency of between 10 and 25 years.

The stream channel for some 300 feet upstream from our bridge has been cleaned up by the local residents and has been converted to kind of a park with flumes, water wheels, benches, barbecue areas and such. While nothing of any real value is within this area, the natives would be very unhappy if their beautification were damaged, especially if they thought it were due to some act of the Department.

The flood waterway through this park area is about 4 feet deep by 16 feet wide, widening to about 27 feet as the bridge is approached and the channel gradient decreases to about 5%. At times of major flood the stream carries considerable debris and rolls boulders up to 2 feet in diameter downstream. The channel is in equilibrium since, in the last 15 years, the bottom upstream 100 feet has lowered only about a foot and the bottom at the bridge is virtually unchanged.

To maintain the flood water surface at about the same elevation as at present, if a culvert were used, would require a double 12 x 3 box culvert (see Br. Dwg. #11918, Std. Dwg. #7-3-14) which would have a headwater depth of about 5.5 feet for a 50-year flood. A bottomless box would withstand the movement of gravels and boulders. The center wall might prove detrimental due to collection of debris.

From the construction standpoint, the box could be built under the present structure with the four columns in the center bents projecting through the roof. These columns could be cut off and removed and the holes plugged after removal of the bridge.

The alternate to the box culvert would be widening the existing bridge, which is quite adequate hydraulically. The cost of the bridge widening would not be as much as the box culvert. Also, there are numerous advantages of the bridge over the culvert. I would therefore recommend widening the bridge.

In widening the roadway some consideration should be given to the bank of Sandy River about 500 feet west of Wildcat Creek. The river comes quite close to the highway at this point and the river bank has been eroded so that it is nearly vertical. A string of piles extending the full height of the bank offers some protection, apparently halting the erosion. However, it would be well not to encroach very far on this bank.

John C. Jenkins
Assistant Research Engineer

JCJ: ms

RECEIVED
OCT 1960
FOR FILING
3-1092
5876

October 11, 1960

Mr. Ray Leaf, Secretary
Mt. Hood Pow-Wowers
Brightwood, Oregon

Dear Mr. Leaf:

In reply to yours of September 28, I am glad to advise you that we are making an immediate investigation of the Wildcat Bridge situation. We think we can work out a scheme whereby we can widen the existing bridge some 10 feet and the widening would fit in with the ultimate improvement of this section of the Mt. Hood Highway. Although this section of highway will require widening at some future date, we feel that if the bridge is widened it will alleviate the situation for some time to come. If our plan works out as feasible, we will plan on widening the bridge next year.

As to attendance at a future Pow-Wowers dinner, if my schedule will permit I shall be pleased to meet with you.

Very truly yours,

W. C. Williams
State Highway Engineer

WCWims

cc Mr. Forrest Cooper
Mr. G. S. Paxson

NOTE:
W. C. WILLIAMS

Mt. Hood Pow-Wowers

An Association for the Development of the Mount Hood Area

Brightwood, Oregon.
September 28, 1960.

Mr. W. C. Williams
State Engineer
Oregon State Highway Department
Salem, Oregon.

Dear Mr. Williams:-

This letter is a reminder of your converstion with Mr. J. Woodle of our organization concerning the hazardous Wildcat Bridge just below here on Highway 26. You have, in all probability, heard of the bad wreck that happened on the bridge a week or so ago. A group of five or six children and two adults were sent to the hospital in the melee.

From actual experience it is a problem to pass on the present span and impossible for two trucks to pass. With the heavy traffic of gravel and road trucks plus the normal amount of logging trucks using the bridge it has become more of a hazard than ever. We realize that appropriations are not available for the construction of an entirely new structure we ask your department if it would not be possible to widen the span as a temporary help to our traffic problem.

When we have another Pow-Wowers dinner I will inform you of the details and sincerely hope that you will, again, be able to join us.

Sincerely yours,

Mt. Hood Pow-Wowers.

By Ray. Leaf. Secretary.
Ray. Leaf.

RECEIVED
SEP 29 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT
FOR FILING
3-1082
5876

September 27, 1960

Mr. R. W. Strubel, Secretary
Hood-Land Association
Post Office Box 1
Brightwood, Oregon

Dear Mr. Strubel:

I write this in reply to your letter of September 23 in which you refer to the Wildcat Bridge at M.P. 34.47 on the Mount Hood Loop Highway. I am having an investigation made of this matter to see whether some corrective measures may be taken prior to the general reconstruction and widening in the Wildcat area.

We are well aware of the deficiencies in our highway system and would like to eliminate all of them in the immediate future, but finances will just not permit.

A review of the 1958 accident rates (the latest available) indicates a considerably lower rate on the Cherryville to Brightwood Section than on the Gresham to Sandy. Also, the traffic between Gresham and Sandy is more than double that between Cherryville and Brightwood.

The improvement of the Mount Hood Loop Highway such as the Sandy-Alder Creek is an extremely expensive project (approximately two million dollars) which will eliminate by far the worst horizontal alignment on the road from Sandy to Government Camp. We realize that other improvements are desirable when finances permit.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn mc

cc Mr. Forrest Cooper

REFERRED TO
Cooper
State Highway Engineer

HOOD-LAND ASSOCIATION
FOR THE
DEVELOPMENT
OF THE
MT. HOOD
RECREATIONAL AREA

P. O. Box 1 . . . Brightwood, Oregon Sept.23.,1960

W.C.Williams. Highway Engineer.
State Highway Commission.
Salem, Ore.

Dear Mr. Williams:-

As secretary of the Hood-Land Association I have been instructed by the membership to call your attention to the extremely hazardous condition on Highway 26 at the Wildcat Bridge, about a mile or less east of the planned termination of the present construction work between Sandy and Aldercreek.
It appears to be the concensus of opinion (and not only local), that the Commission should extent the present construction plans up to and including this bridge, or at least widen it temporarly, so as to eliminate one of the worst accident inviting spots on the highway.
I could enumerate accidents at this spot, of which you probably have knowledge, or the State Motor Vehicle Department has records; the latest to my knowledge happened last Sunday (Sept.18th),where 7 or more people were injured seriously.
There has been considerable dissatisfaction and criticism of the Commission at their decision to undertake improvements of the highway from Sandy to Gresham and leaving an eight mile stretch of bottleneck between Zig Zag and Aldercreek. The improvements made from Zig Zag east, we can be proud of our Commission, and the same holds true of the stretch from Sandy to Aldercreek upon completion of this work. However, leaving an eight mile stretch of bottleneck, a narrow 2-lane, crooked road, postponed indefinitely in favor of a comparatively safe and fairly good,improvdment from Sandy to Gresham is difficult to reconcile or justify to Oregonians, who want to be proud of their State and their Commission.
This artifially created bottleneck is to say the least, inviting accidents.
The planned terminationof the present construction work just west of the above mentioned Wildcat Bridge is nothing short of asking more accidents, injuries and deaths.

Yours very truly

R.W. Strubel, Secy
Hood Land Association.
R.W.Strubel. Sec'y.
Brightwood, Ore.

Forrest will advise re bridge widening. Present width 19'4"

RECEIVED
SEP 26 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION: Mt. Hood Hwy
Hwy. No. 26 Rte. No. US26
~~From~~ M.P. 34.47
~~To M.P.~~
Period Covered: 1-1-56 to 7-31-60

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1956			2						1				3			3			*Fell asleep, left hwy, struck bridge railing
1957									2				2		1	1		2	
1958									1				1	1*			1		
1959									3				3		1	2		1	Struck stump
1st 7 mos. 1960													1						
Total			2						7				9	1	2	6	1	3	

EBF-124(16) Cape Sebastian-Myers Creek
Section of the Oregon Coast Hwy.
#5877 S. of Gold Beach. 1961

RECEIVED
JAN 9 1969

EEF-124(16)

January 7, 1969

Mr. L. A. Backlund
Administrative Manager
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon 973[illegible]

Dear Sir:

Regarding your recent inquiry as to the availability of the source records to support our claim for preliminary engineering on the Cape Sebastian to Myers Creek Section, Project No. EF-124 (16). It has been determined that the records are available to support $667.73 of our claim of $1,[illegible]3.73. Therefore it is requested that the amount claimed be reduced by the pro-rata amount of the difference, or $[illegible]3.00.

Very truly yours,

[illegible]. [illegible]alson
Controller

By

[illegible]. [illegible]. Sharp
Assistant Controller

VAS:PH:ms

cc: L. H. Young
Paul Hatcher
General Files

RECEIVED
MAY 17 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 15, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Overrun of Surfacing Quantities
Buena Vista-Cape Sebastian and
Cape Sebastian-Myers Creek Sections
Projects F-124(21) and EBF-124(16)

Dear Sir:

We have now received a supplemental report from our field engineers pertaining to the overrun of crushed rock on the above-named projects. A copy of our Resident Engineer's report is attached.

Although the per cent of moisture appears to be high, the amount of fine material, as indicated by laboratory tests, would allow the indicated amount of moisture to be present in the sample. Another factor not mentioned in the letter is the fact that the thickness of layers of crushed material in the Buena Vista Wayside-Cape Sebastian Section was slightly above the specified thickness. This fact is shown on the Record Samples for this project.

We believe that this report satisfactorily explains and overrun and request your approval of the contractor's claim as submitted.

Very truly yours,

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

Attach.
CHB:fp
cc Lloyd Shaw
L. H. Young

NOTED
LLOYD P. SHAW

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 820—60M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Gold Beach, Oregon 8-1042
April 23, 1962

SUBJECT: Cape Sebastian - Myers Creek
Oregon Coast Highway
Contract 5877

To: L. R. Chandler
Division Engineer

Herewith revised calculations on subject project.

The calculations for bottom and top course base are taken from our notes as staked and constructed in the field. The 71,642 tons I show against the project authorization of 62,246 tons net is 9,393 tons more. This is due to the 2,389 tons of 1½"-0 and 608 tons of ¾"-0, I put on the Parking Areas in addition to the specified. Also the connection to the Old Highway at Cape Sebastian was not considered in the original Authorization. This took 1,220 tons of 1½"-0 and 226 tons of ¾"-0. South beyond Sta. 458+59 to Sta. 469 took 3,230 tons of 1½"-0 and 473 tons of ¾"-0. The material from Pistol River Gravel Bar has an average Specific Gravity of 2.75, whereas the original computations were based on a Specific Gravity of 2.65.

I extended the gravel beyond 458+59 to keep the traffic out of the way on the Myers Creek - Burnt Hill Project. The total 7,339 tons of 1½"-0 and 1,386 tons of ¾"-0 are net dry compacted.

The calculated 71,642 tons of course Base and the 10,839 tons of Top course base, against the tonage actually placed on the project is due in part to excessive water content.

A dragline was used to dig the gravel out of water, then fed into the crusher and stockpiled.

By taking sererial tests with the Speedy Moisture Tester on gravel believed to have the same moisture content. I came up with an average of 17% moisture.

Eighty four percent of the gravel hauled on the project was in November and December 61 and January 62. During this period there was thirty inches of rainfall. So possibly the percent of moisture could be higher than 17%. The remaining sixteen percent of gravel hauled was in July and August 62. By using the same procedure as above I came up with a 15% moisture content.

When the contractor stoped hauling in January. The bottom course base was up to grade from Cape Sebastian, [illegible] 335 to the end of the project. When new grade stakes were set in the spring for the contractor to reshape the base in preperation for the top course. We found that we were shy in most places. This I believe was due to compacting the base rock to a greater density than is allowed for in the factor for converting cu. yds. to tons.

No compaction was set up in the specifications for this project, but R. J. Van Cleave took some tests for my own information. They showed as I remember an average of 106% compaction.

It is possible that the compaction could be 11% more than the factor in the conversion table used on surfacing calculation sheets.

In summerizing I would mention the fact that the Myers Creek - Burnt Hill project, south of subject project. Was not subjected to heavy traffic before oiling, and showed little over run. Therefore I believe that these two factors, high moisture and density is the reason for the over run on subject project.

encl:

C. A. Bernhart
Resident Engineer

FORM E-30X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-1041

.....

.....

SUBJECT: [illegible] Cape Sebastian
[illegible]
Contract 4979

To: R. Chandler
Division Engineer

Herewith calculations of bottom and top course base rock on subject project.

The project was staked as per plans and the as constructed quantities are very close to those called for in the contract.

The overrun in quantities is due mainly to the percentage of water in the material at the time of construction. The gravel produced by P.K.S. was draglined out of the river, processed through the crusher and stockpiled nearby. Therefore a large percentage of the excess water was retained in the material.

"Speedy" moisture tests of stockpiled material on the gravel bar and on the project showed an average of 15% moisture. The material has the same appearance now as when delivered on the project.

Babler and Halvorson produced 21,000 tons of 1½"-0 base material for the project. The gravel from this course was produced from a large stockpile of material excavated above the water table and had very little water content.

The breakdown of the gravel produced by Babler and Halvorson as to where it was used is as follows; 12,767 Tons is incorporated in the road bed section, 980 Tons was used on the detour around the Miner slide and 7,253 Tons were stockpiled to surface the line change at Sta. 186-212 and to resurface the fill slide at Sta. 230-237.

At the end of the 1961 construction season 2,193 Tons of 1½"-0 base gravel was used between Sta. 208-213 to carry winter traffic. All of this material was lost through winter maintenance.

By using the above figures; Gravel produced by P.K.S. and placed on the road was 64,760 wet tons. Discounting this by 15% moisture, 9,714 Tons leaves 55,046 dry tons, plus 12,676 Tons from B. & H. for a total of 67,813 Tons used on the roadbed. See attached sheet for 1½"-0 base material.

All of the top course base, 3/4"-0, used was produced by P.K.S. under the same conditions as the 1½-0 material.

There was 15,936 Tons weighed and hauled to the project. Of this amount 2,879 Tons are stockpiled for the line change and for resurfacing the Wimer slide. This leaves 13,007 Tons placed on the road.

By applying the 15% moisture factor to this amount it leaves 11,056 Tons of dry material used on the road. This is 656 Tons over the contract amount.

This overrun was used for finishing.

The B.P.R. final samples show ½" extra thickness in several places.

(See attached sheets.)

C. A. Barnhart
Resident Engineer

2 cc
encl.

Buena Vista Wayside- Capo Sob.

CALCULATIONS FOR OVERRUN ON BASE MATERIALS

1½"-0 Material

	Contract Amt.	P.M.D.	B. & H.	Total
Total Tickets	68,000	66,953	21,000	87,953
Lost Winter Maint.		- 2,193		
Detour Sta. 230-237			- 980	
Stockpiled			-7,253	
	68,000	64,760	12,767	77,527
Minus for 15% Moisture		9,714		
Total amt. dry comp.		55,046	12,767	67,813

3/4"-0 Material

	10,400	
Total Tickets		15,986
Stockpiled		- 2,979
		13,007
Minus 15% Moisture		1,951
Total amt. dry comp.		11,056
Overrun		656

G.A.B. 5/1/63

RECEIVED
MAR 25 1963
FOR FILING

EBF-124(16)
5177

477 Cottage Street, N. E.
Salem, Oregon

March 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

T. Dec
Assistant Division Engineer
Salem, Oregon

Subcontracting
Oregon EBF-124(16)
Cape Sebastian - Meyers Creek

Our memorandum of January 25, 1963 advised that no further action would be taken in the subject matter.

Further consideration indicated that a modification of the subcontracting provisions (Section 1.21) of the Federal-aid regulations had not been obtained. Attached is a copy of the document approving subcontracting in excess of the prescribed 50 percent limitation on the subject project.

Attachment

RECEIVED
MAR 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young - with attachment
3-25-63

NOTED
LLOYD P. SHAW

RECEIVED
FEB 25 1963
PRELIMS

FORM E-125X—60M 6-62 53

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

EBF 124(16)

5877 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Kiewit Claim
Buena Vista-Cape Sebastian Section
Oregon Coast Highway
Project No. F-124(21)

Dear Sir:

We have received from Peter Kiewit Sons' Co., prime contractor on this project, a claim for additional compensation due to an overrun in base rock and leveling course quantities. This contractor was prime contractor on Project No. F-124(21), Contract No. 5793, and was a subcontractor to Conley on Project EBF-124(16), Contract No. 5877.

A tabulation of bid and final quantities shows:

	Contract No. 5793		Contract No. 5877	
	Coarse Base	3/4-0 in base	Coarse Base	3/4-0 in base
Bid Amount	68,000 Tons	10,400 Tons	68,400 Tons	10,670 Tons
Final Amount	87,910.585 Tons	15,530.225 T.	96,617.785 T.	14,130.645 T.
Overrun, Tons	19,910.585 Tons	5,130.225 T.	28,217.785 T.	3,460.645 T.
Overrun, %	29.3%	49.3%	41.3%	32.4%
Bid Price	$1.50/Ton	$1.60/Ton	$1.30/Ton	$1.50
Subcontract Price	- - - -	- - - -	0.63	0.65

It was known sometime prior to the completion of these projects that an overrun in quantity would be experienced, so the contractor crushed additional material to attempt to compensate for this overrun. Of the total overrun of 56,719.24 tons on the two projects, the contractor produced 28,732.48 tons while set up on the project. The contractor then removed his plant from the project prior to the placing of the full required amount of material, and a plant owned by Jud Wilson, subcontractor to Babler & Halvorson on Project No. F-124(22), Contract No. 5989, was moved into the same source.

By the time the required actual amount of material was placed on projects 124(16) and (21), it was discovered that, even though considerable additional material had been produced, not enough was on hand to complete the jobs. It was then necessary for Kiewit to purchase the material from Fabler & Halvorson. The prices agreed to were $1.07 per ton for coarse base and $1.17 per ton for 3/4"-0. All subcontract prices quoted are at the plant -- the purchaser arranged for the hauling of the material. Copies of all pertinent subcontracts are attached.

Kiewit purchased 20,997.775 tons of coarse base and 6,988.990 tons of 3/4"-0 for use on Project F-124(21). Due to the fact that the contractor sold coarse base for $0.68, and then had to buy for $1.07, due to the unanticipated overrun, he claims compensation for the added cost, amounting to 20,997.775 x (1.07 - 0.68) = $9,239.02. Likewise, he claims 6,988.990 x (1.17 - 0.85) = $3,634.27 because of the overrun in 3/4"-0. This totals $12,873.29 .

In addition to this amount, the contractor claims 15% as overhead and related costs. This increases the total claim to $14,804.29. Due to the fact that the contractor undoubtedly had a profit in his sale price to Conley, we do not recommend that this additional 15% be allowed.

It is our recommendation that we pay the contractor his additional "out-of-pocket" costs in the amount of $12,873.29. It is proposed that we write a Price Agreement under which the payment would be made to the contractor either at a unit price per ton or for an agreed lump sum amount based on the same computations.

Your concurrence in this claim settlement is requested.

Very truly yours,

F. D. Morgan'
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

CLD:bjh

cc: Lloyd Shaw
L. H. Young

RECEIVED
FEB 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1963
FOR FILING

FILED
5877

February 14, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #5877 awarded to J. N. Conley for stone base-oiling-aggregate production on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County was completed on August 30, 1962, and accepted by the Highway Commission on February 11, 1963.

Final payment, in the amount of $8,108.55 will be released to the contractor after February 21, 1963. The total contract amount is $300,333.11, including $6,718.84 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. J. N. Conley
4332 NE Royal Court
Portland 13
Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 14 1963
FOR FILING

EEF 124 (4)

5277

February 13, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed August 30, 1962, on Contract 5877. The contract was with J. B. Conley and was for stone base, oiling, and aggregate production on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 11, 1963, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

RECEIVED
FEB 1 - 1963
FOR FILING
124(16)
541

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 25, 1963

A. W. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

Subcontracting
Oregon EBF-124(16)
Cape Sebastian-Meyers Creek

Your letter concerning subcontracting on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway was reviewed in this office and forwarded in accordance with Paragraph 11c, PPM 21-6.3 for a ruling.

It was determined that from the information furnished and the nominal amount of the overrun no further action would be considered in this matter.

NOTED
LLOYD P. SHAW

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JAN 2 [illegible]
OFFICE OF
THE STATE ENGINEER

original To Young
2-4-63

RECEIVED
JAN 10 1963
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MOFFITT, VICE CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F 1404
6 (17)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 9, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon

Subj: Cape Sebastian-Myers Creek
Contract: 5877
EBF-124(16)

Dear Mr. Parsons:

Investigation has revealed subcontracting in the amount of 52.10% on the above contract. We had previously approved subcontracts with Peter Kiewit Sons' Company for $75,302.50 and J. C. Compton for $24,013.70 totaling $99,316.20 or 42.67%. We have now received a third subcontract between J. N. Conley and the Highway Steel Contracting Company covering part of Item 4 and all of Items 5 and 6 in the amount of $21,950, making a total of $121,266.20 or 52.1%.

Since the overrun of 2.1% only amounts to $4,888.70 it is our recommendation that the overrun be approved. The Highway Commission has not, as yet, accepted this project and final payment (in excess of the overrun) has not been made to the contractor.

Please advise, at an early date, of the action that the Bureau of Public Roads will take in this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

LLOYD P. SHAW

by

G. L. Decker
Ass't Construction Engineer

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

EAP:db
cc: Lloyd Shaw
L. H. Young
C. H. Maison
L. R. Chandler

RECEIVED
NOV 29 1962
FOR FILING

5477

Salem, Oregon
November 29, 1962

Mr. F. D. Morgan
Construction Engineer
O F F I C E

This is to advise you that work was completed on August 30, 1962, on Contract No. 5877, Cape Sebastian-Myers Creek Section, in Curry County.

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent acceptance of the project by the Highway Commission.

L. H. Young
Office Engineer
By JAH

DBP:bb

Construction Division
Office Endorsement

Date: _____

Conditions noted on above date:

Construction Engineer

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, 1962

Section Cape Sebastian-Myers Creek

Highway Oregon Coast County Curry

Contractor J. N. Conley

Date of ~~contract~~ award April 14, 1961

Date work started Sept. 11, 1961

Project authorization . . . . . $ 381,099.38

Exclusive of engineering . . . . $ 353,998.98

Engineering authorization . . . . $ 27,100.40

Engineering cost to date $ 12,230, 45.0 %

Kind of work Stone Base, Oiling & Aggregates

Section prefix S-1042 EBF-124 (16)

Contract number 5877

Specified work days 85

Work days used 90

Per cent of time elapsed 105.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 347,161.63

Estimated per cent ~~overrun~~ or underrun . . . . . - 2.0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed August 30, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100			100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal estimate was forwarded to Roseburg on Tuesday, Nov. 20th.

NOTED
R. L. POTTER

Final report

CONSTRUCTION DIVISION
NOV 26 1962

NOTED
JOHN R. OAKES

Signed [signature] Res. Engr.

Address P. O. Box 515 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.99		2.99	
Miles partially completed					
Miles completed		2.99		2.99	
Total estimated quantities (contract)		79,000 T.			
Total quantities corrected to date		110,700			
Estimated quantities moved or placed to date		100,750			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM P-133X 100M 6-62
RECEIVED
SEP 27 1962
BPR - P.E.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VALE
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 27, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Final Record Sampling
Cape Sebastian-Myers Creek Section
Oregon Coast Highway
Project EBF-124(16)

Attached is one copy of the report from our Division Geologist on record sampling on this project. This sampling was done without the presence of a Bureau of Public Roads' representative.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

Enclosure

CHB:fp

cc General Files

FORM S-30X—30M—11-61—40331

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 24, 1962

To L. R. Chandler
Division Engineer

O F F I C E

SUBJECT: Bureau of Public Roads Final Sampling
Cape Sebastian-Myers Creek Section
Oregon Coast Highway
Curry County
F.A. Project EBF - 124(16)

Date Sampled: 7/26/62
BPR Representative: None
Samples taken from: Top and Bottom Course
Work to be done: Completed

	Top Course Base 3/4"-0	Bottom Course Base 1½"-0
1. Station 440+50 10' right of centerline		
Sample Data No.	A85642	A85643
Constructed thickness	2"	13"
Specified thickness	2"	13"
2. Station 404+00 9' right of centerline		
Sample Data No.	A85644	A85645
Constructed thickness	1½"	12½"
Specified thickness	2"	13"
3. Station 361+00 2' left of centerline		
Sample Data No.	A85646	A85647
Constructed thickness	1"	13"
Specified thickness	2"	13"
4. Station 341+00 10' right of centerline		
Sample Data No.	A85648	A85649
Constructed thickness	2½"	11½"
Specified thickness	2"	13"

All samples passed except Data No. A85643 and A85645 which represents the 1½"-0 material and showed a slight deficient retained on the 3/4" screen

and an excess passing the ¼" screen.

Two Record Progress Samples of 1½"-0 and 3/4"-0 material that was suitable for use are represented by Sample Data No. A79304 and A79303, respectively.

R. J. Van Cleave

R. J. Van Cleave
Materials Engineer

RJVC:ds
cc: G. L. Barnhart
Construction (3)

RECEIVED
SEP 5 1962
FOR FILING

September 4, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 30, 1962, on Contract No. 5877, Cape Sebastian-Myers Creek Section, in Curry County, in connection with Federal-Aid Project No. NHF-12(16).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: _____

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:jb
cc: H. S. Cox

RECEIVED
JUN 28 1962
FOR FILING

June 28, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering 18-inch C.M.P. and elbow on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5877, in connection with Federal-Aid Project No. SBF-124(16).

This proposed installation is to carry water and slough material from slope bench to a random fill and will replace a temporary wood facility.

This work has been verbally approved by the BPR District Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

RECEIVED
JUN 1 1962
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 31, 1962

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Price Agreement #3, Perforated Pipe
Cape Sebastian-Myers Creek
Oregon Coast Highway
Project : EBF-124(6)

Dear Mr. Polk:

We have made tests on the rigid type bituminized fiber perforated pipe placed on this project, and have determined that not all the specimens tested pass the required specification. The tests were made at about the same time the pipe was installed.

The average of all the tests run (Lab. #586217) show that the crushing strength under conditions similar to the installation is over 1700 pounds per foot, while the minimum test result was 1200 pounds per foot. The minimum specified strength is 1300 pounds per foot.

The pipe was installed in special backfill with an average of 2 feet of cover to subgrade. At this depth and condition of installation, the stress on the pipe will be at about the minimum possible on highway construction. Under these conditions, it is unlikely that stresses will be developed in the pipe at anywhere near the design stresses.

We firmly believe that the pipe as installed will serve its intended purpose well for as long as the highway itself remains in service without reconstruction. We, therefore, request a modification of the specifications for this pipe to allow use of pipe with a crushing strength of not less than 1200 pounds per foot, and to waive wall thickness requirements. A Price Agreement has been signed by the contractor showing a reduction in the bid price by $0.18 per foot.

RECEIVED
JUN 1 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,
F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

NOTED
R. L. PORTER

CHB:bjb

cc: R. L. Porter
L. H. Young

RECEIVED
MAY 23 1962
FOR FILING

May 21, 1962

C. G. Polk
Division Engineer
U.S. Bureau of Public Roads
477 Cottage St. NE
Salem, Oregon

Subject: Rigid Drain Pipe (Perf.)
Cape Sebastian-Myers Creek
Federal Aid Project ERS 124(16)

Dear Sir:

Analysis of the test results on six samples of bituminized fiber drain pipe, taken under the direction of the Resident Engineer and representing the pipe in place on subject project, indicates average values of beam strength, dry crushing strength, and wet crushing strength above the specification requirements. The average wall thickness is 0.007 of an inch below specification requirements. Only one specimen of the six met specification requirements in all respects.

In as much as the specimen with the lowest dry crushing strength is 185 pounds per foot stronger than the minimum required of equivalent purpose concrete perforated pipe, which has proven satisfactory, it is my opinion that the bituminized pipe as represented by the test specimens will be satisfactory in use for considerable time.

Whereas concrete pipe increases in strength with age, any changes in strength of bituminized fiber with age will be negative. The pipe with the thinner wall will probably last as long as the pipe with specified wall thickness. A guarantee of longevity of either the thin wall thickness or specified wall thickness would appear to be the responsibility of the manufacturer.

Very truly yours,

O. A. White
Asst. Engineer of Materials

BAB:srm

NOTED
TOM EDWARDS

RECEIVED
DEC 27 1961
FORM E-BOX—GOM—6-61—26002
FOR FILING
E.&C. - Rev. Unit
4877

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 12, 1961

File

To:

MEMO TO THE FILES

SUBJECT: Cape Sebastian-Myers Creek Section
Oregon Coast Highway

On December 9, 1961, the following named Highway personnel met with Mr. and Mrs. W. H. Henry at their home near Myers Creek: Messrs: L. R. Chandler, G. A. Barnhart, Joe Morgan and F. B. Klaboe. The Henrys had several complaints about the way that the construction through their property has been handled. Most of them were small and either had been or will be settled on a local basis.

However, there were two things that were brought up by the Henrys that we were unable to settle at this meeting: (1) During the construction, we encroached on the Henry property and removed approximately 1,229 cubic yards of material between Station 451+50 and 453; and (2) State Highway contractors had removed beach sand from their beach property.

1. We expressed our apologies to the Henrys for having trespassed. However, they did not believe that apologies tend in any degree to mitigate any damage they have suffered. The Henrys want to be paid for our errors in trespassing on their property. They stated that they would deed to the State the area involved along with an undetermined amount of beach property that they still own for the lump sum payment of $1,000. The area offered by the Henrys is that portion of the beach lying between mean high tide and our existing right of way line between the Henry's north boundary and approximate Station 457. It may involve about an acre. However, the information concerning the area was not available at this time. Resident Engineer Barnhart will run a rough survey around the line and forward a sketch map outlining the area.

If an acre or more is involved, we will undoubtedly recommend that it be purchased by the State. The area on which we trespassed was set up for a future viewpoint and for an access point to the ocean beach. In fact, it was even shown on the plans that stairways would be constructed from the daylight area down onto the beach itself. In order that the public be allowed access to the beach, we would have to buy the strip offered by the Henrys. More will be forthcoming on this matter in the very near future after we have heard from Resident Engineer Barnhart.

2. The matter of the State Highway Department's contractors encroaching on the Henry's property and taking their beach sand was denied by officials of the State Highway Department and not pursued by the Henrys. Mr. Henry himself admitted that the material probably came from an area lower than the mean high tide elevation. However, we did cross their property getting to the area from which the sand was removed. The Henrys stated that they would not pursue that any further if we did agree to paying them $1,000 as stipulated in No. 1 above.

An answer to Mr. Henry's letter will be dictated after we have determined whether or not the land that they offer is worth the price.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

cc R. L. Porter
W. T. Wright
L. R. Chandler

RECEIVED
JAN 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5 1961
FOR FILING
5877

December 1, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5877, in connection with Federal Aid Project No. EBF-124(16).

Slides are developing in some of the areas noted on the Order. Due to the nature of materials, the work and location of the project slides were anticipated.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. N. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
NOV 7 1961
FOR FILING
5877

November 7, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the leveling of a stockpile site on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5877, in connection with Federal Aid Project No. NHF-124(16).

Rock is to be stockpiled for future paving on this section. Preparation of the stockpile site was not included in the contract. This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV 7 1961
FOR FILING

November 6, 1961

Mr. C. G. Pelk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5877, in connection with Federal Aid Project No. ESF-124(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 26 1961
FOR FILING

5877

September 25, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 11, 1961, on Contract No. 5877, Cape Sebastian-Myers Creek Section, in Curry County, in connection with Federal Aid Project No. BRF-124(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
MAY 9 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
Portland
KENNETH H. FRI
Wasco
GLENN L. JACKSON, MEMBER
Medford
FLOYD OLIVER, SECRETARY
Salem

EBF-124(16)
5877

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 8, 1961

Mr J. N. Conley
4332 NE Royal Court
Portland 13, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5877, awarded April 14, 1961, for stone base-oiling-aggregate production on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 18 1961
FOR FILING

EBF-124(16)

5877

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

April 14, 1961

08-35.1

C. G. Polk, Division Engineer
Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project EBF-124(16)

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project EBF-124(16), Cape Sebastian-Myers Creek Section, Oregon Coast Highway, we hereby concur, as of this date, in award of Contract No., 5877 to J. N. Conley, of Portland, Oregon, low bidder in the amount of $232,755.00 at the April 11, 1961 bid opening.

Porter

NOTED
FORREST COOPER

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 5821 Ends with: Contract # 5877

FLASH CARDS: Begin Each Contract

Remarks: # 5821 continued from reel 102
5877 continued on reel 104

Reel No. 103 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU. MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 1 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silver Storm

STATE OF OREGON

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Signature Silver Storm